JUST RECEIVED.
LINEN COLLARS,
LINEN FRONTS,
SOFT FELT HATS,
STRAW HATS,
&c., &c., &c.
COTTAM & Co.,
General Outfitters.

The Hongkong Telegraph.

WEBSTER'S
DICTIONARY,
NEW EDITION,
IS THE
BEST AND CHEAPEST.
For Sale at the
Hongkong Telegraph Office,
No. 6, Pedder's Hill.

ESTABLISHED 1881.

NEW SERIES No. 652. 光緒二十三年六月廿二日 WEDNESDAY, JULY 21, 1897. 三拜禮 第一廿月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3¾ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 2nd June, 1897. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stoltenhoff, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 6,500,000
RESERVE LIABILITY OF PROP'TORS... $10,000,000

COURT OF DIRECTORS:
SY. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beermann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. F. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 10th April, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [9

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in the COMPANY will be held in the HONGKONG HOTEL, TO-MORROW, the 22nd instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the General Managers, together with a Statement of Accounts.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 22nd inst. inclusive.

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 15th July, 1897. [1082

EASTERN MICA MANIPULATING WORKS.

NOTICE.

THE OFFICE at present occupied at No. 29 Queen's Road Central will be CLOSED on and after the 1st proximo. All information will be furnished by the GENERAL AGENTS,

Messrs. BLACKHEAD & Co.,
Praya Central.

Hongkong, 19th July, 1897. [1001

WANTED.

A FULL SIZE BILLIARD TABLE, Complete.

Apply to
"RITCHIE,"
c/o Carmichael & Co.,
18, Praya Central.

Hongkong, 13th July, 1897. 077

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.

Hongkong, 1st September, 1894. [38

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,686,402 Stg. The premiums are moderate; and all modern features consistant with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896. [27

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIA ..... £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1897. [74

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1896. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [30

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of FOUR PER CENT. for the Six Months ending 30th June, 1897, will be PAYABLE on the 27th July, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from 24th to 27th instant inclusive.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.

Hongkong, 12th July, 1897. [1073

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 31st inst., at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 13th July, 1897. [1074

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

IN accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have This Day DECLARED an INTERIM DIVIDEND for the Half-Year ended 30th June, 1897, of EIGHT per Cent. on the Paid-up Capital. DIVIDEND WARRANTS Payable at the HONGKONG & SHANGHAI BANK will be issued to Shareholders on WEDNESDAY, 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from 20th to 28th inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th July, 1897. [1076

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

FINAL CALL.

SHAREHOLDERS are hereby notified that the FINAL CALL of TWO DOLLARS ($2) per SHARE has been made, and is PAYABLE at the Company's Offices, No. 27, Queen's Road Central, on 9th August, 1897.

SHAREHOLDERS are requested, when Paying the above-mentioned CALL, to send to the Acting Secretary their PROVISIONAL SHARE CERTIFICATES. These will be retained, and FULLY PAID-UP SCRIP will be issued in lieu thereof in due course.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, 5th July, 1897. [1075

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Ceylon*	R. R. Pearce	Noon, 23rd July	Freight or Passage. (Passing through the Inland Sea).
LONDON &c.	*Canton*	D. C. Gregor, R.N.R.	About 23rd July	Freight or Passage.
SHANGHAI	*Kaisar-I-Hind*	S. Barcham	About 24th July	Freight or Passage.
LONDON &c.	*Mirzapore*	T. Wickenden	Noon, 29th July	See Special Advertisement
JAPAN	*Ancona*	W. D. Mudie	Noon, 30th July	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Malacca*	N. P. Pollock	About 5th Aug.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th July, 1897. [5

THE CLUB HOTEL, 5, BUND, YOKOHAMA. | HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO

D. C. L.

OLD TOM AND DRY GINS

$6.50 PER DOZEN.

TRADE MARK. 福和行 Hong Name:— YUEN WO.

TELEPHONE, No. 135.

NOTHING BETTER ON THE MARKET.

SOLE AGENTS:
H. PRICE & CO.,
(LATE GANDE, PRICE & CO.)
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 10th June, 1897. [16

W. POWELL & CO.

ARE SHOWING A NEW STOCK OF

CURTAIN BANDS.

UPHOLSTERY SUNDRIES OF EVERY DESCRIPTION.

Hongkong, 12th July, 1897. [19

ENQUIRE AT MANAGER'S OFFICE HONGKONG HOTEL FOR PARTICULARS OF

REDUCED

BOARD AND LODGING RATES FOR CERTAIN ROOMS.

HONG KONG CENTRAL MARKET 13 15 BUTCHERY

PRIME BEEF MUTTON BEEF PORK CORNED TONGUES VEAL SAUSAGES

[116

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT ..... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

17]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the new well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

AQUARIUS.

TELEPHONE—75.

"No Filter has ever been invented which can be relied on to catch the Germs of Cholera. The REAL SAFE GUARD against danger of this kind is either to drink no water at all or to drink ONLY DISTILLED WATER."—*St. James's Gazette.*

CALDBECK, MACGREGOR & Co.,
AGENTS,
AQUARIUS COMPANY,

15, *Queen's Road,*

Hongkong, 7th July, 1897. 14

W. BREWER & CO.

SPLENDID SELECTION OF

GENTLEMEN'S

BROWN BOOTS, BROWN SHOES, BLACK BOOTS, BLACK SHOES.
one quality only "THE BEST."
TENNIS SHOES FOR LADIES AND GENTLEMEN.
SLIPPERS, &c., COURT SHOES, &c., DRESS SHOES, &c.

Hongkong, 16th July, 1897. [18

NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OSAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c.

APPLY TO
L. M. ALVARES & CO.,
SOLE AGENTS,
No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 12th March, 1897. [443

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895 [24

FOR SALE.

G. H. MUMM & Co.'S CHAMPAGNE.

In cases of 2 doz. pints ..... $35 per case.
do. 1 doz quarts ..... $33 do

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th February, 1897. [26

To-day's Advertisements.

CUSTOMS NOTIFICATION.
No. 78.

NOTICE is hereby given that the 25th instant (5th Moon, 26th day), being the BIRTHDAY of HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the Kowloon Customs, Opium Examination Office, and Station.

All Examination of Cargo and Clearances of Junks will be suspended on that date.

H. M. HILLIER,
Commissioner of Customs for Kowloon and District.

Custom House,
Kowloon, 20th July, 1897. [1110

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, *ex* S.S. *Sirsa*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 27th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 21st July 1897 [5

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched TO-MORROW, the 22nd instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st July, 1897. [1066

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLENLOCHY,"

Captain Macgregor, will be despatched as above TO-MORROW, the 22nd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 21st July, 1897. [1081

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Rosch, will be despatched for the above Ports on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 21st July, 1897. [1113

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND VLADIVOSTOCK.
(Taking Cargo and Passengers at through rates for CHINKIANG, HANKOW, KIUKIANG, CHEFOO, TIENTSIN & NEWCHWANG)

THE Company's Steamship

"CHUNSANG,"

Captain Butler, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st July, 1897. [1109

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NINGCHOW,"

H. Willis Jones, Commander, will be despatched as above on or about the 24th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 21st July, 1896. [1112

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 28th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st July, 1897. [1111

To-day's Advertisements.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 21st July, 1897. [4

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3790

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aer ated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 19th April, 1897. [6

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 21, 1897.

TELEGRAMS.

REUTER'S MESSAGES.

THE BALANCE OF POWER IN THE FAR EAST.

In the debate on the Foreign Office vote, Mr. Curzon, Under Secretary of State for Foreign Affairs, referring to Korea, said that common British interests mainly consisted in seeing Korea was not joined to Russia, or her harbours made a base for operations calculated to disturb the balance of power in the East.

FRANCE IN AFRICA.

LONDON, July 19th.

A French Calvary detachment which left Timbuctoo in pursuit of robbers was attacked and lost two European officers, two non-Commissioned officers, and 29 Spahis.

GREAT BRITAIN AND ABYSSINIA.

In a debate on the Foreign Office vote the Hon. G. N. Curzon said that a treaty had been concluded between Great Britain and Abyssinia, but that it would be imprudent to make a statement at present.

(From *Gazette d'Haiphong*.)

HAVAS MESSAGES.

PARIS, July 14th.

The National Fête has been a brilliant success.

The King of Siam has arrived at Stockholm.

PARIS, July 16th.

The Tsar has forwarded by cable his greetings in most cordial terms.

The Sultan of Turkey insists on the immediate evacuation of Thessaly by the Greeks.

M. Gérard has left Peking for Europe *viâ* Japan.

DEATH OF KUNG TA-JEN.

Kung Chao Huan, late Chinese Minister at the Court of St. James, died at Shanghai on the 19th instant. He had been suffering from paralysis for some time.

THE GAMBLING SCANDAL.

SIXTEEN DETECTIVES ARRESTED!

In consequence of reports current to-day of more police officers being in trouble, a *Telegraph* reporter called on the Captain Superintendent of Police to make inquiries and was courteously informed by him that 16 Chinese detectives (2 detective sergeants and 14 detective constables) were arrested this morning under banishment warrants charged with being concerned in the promotion of gambling in Hongkong. These men were ordered to be deported from the Colony. Five other Chinese detectives have absconded. The men under arrest are practically the whole of the members of the Detective Force as it stood before Inspectors Stanton and Quincey and Sergt. Holt were suspended.

The deportees were taken to the steamer *Fatshan* this afternoon, and an immense crowd gathered round the station gates as they were leaving. The steamer left at 6 p.m. for Canton.

LOCAL AND GENERAL.

H.M.S. *Humber* went into Dock this morning to undergo an overhaul.

POLLARD'S Lilliputians are to to open here on Tuesday, the 27th instant.

THE Russian cruisers *Otvajny* and *Bobre* left Nagasaki for Chefoo on the 15th instant.

H.M.S. *Redpole* arrived at Nagasaki from Yuensan (Port Lazareff, Korea) on the 14th instant.

CAPTAIN Craufurd, R. N., has returned to Singapore from furlough and at once resumed duty as Master Attendant.

MR. RAND, the special plague officer, shot at Poona, on the 26th ultimo, succumbed to his wounds on the 3rd July.

CHEVALIER J. E. de Sturler, recently appointed Consul-General for the Netherlands in Siam, arrived at Bangkok on the 3rd instant.

THE rice market in Rangoon is steadily going up, and it is (says the *Straits Times*) not unlikely that in August the price of rice will reach a very high level.

*** INTERESTING articles entitled "The Solomon Islands" and "Sixty Years Ago" will be found in a supplement of this issue of the *Hongkong Telegraph*.

THE French gunboat *Comète* left Nagasaki on the 15th instant. She was to call at Kobe *en route* for Yokohama, where she would await the arrival of the *Descartes* from Chefoo.

THE Band of the West York Regiment will play the following programme at the Officers' Mess, Murray Barracks, this evening:—

Overture	The Crown Diamonds	Auber
Intermezzo	Moonlight	Borgatti
Selection	The Grand Duchess	Offenbach
Waltz	Künstler Leben	Strauss
Song	The Flight of Ages	Bevan
Selection	Il Barbiere di Siviglia	Rossini

FROM *L'Avenir du Tonkin* of the 17th inst., we learn that Mr. A. R. Marty has gone to Canton with the intention of visiting the West River to examine its advantages for navigation by foreign vessels. It is not known whether he returns to Haiphong or has gone on to Nanningfu, Longtcheou and Langson with the intention to branch off at Pakhoi.

A WATER polo match was played yesterday afternoon between teams from the V.R.C. and Royal Artillery at the former's quarters. The gunners' team was the same as before but that of the club was strengthened since the last match, the players yesterday being: R. F. Lammert (captain), W. A. Stopani, J. M. E. Carvalho, A. A. Alves, A. E. Alves, T. Meek, and R. Henderson. The game was a brisk one, the Artillery showing much improved form, and the result was to win for the Club by 7 to nil.

"PRIVATE Soldier:" Quite agree with you. It is a rule that before letters are published the name and address of the writers must be submitted to the Editor, not necessarily for publication but merely as evidence of good faith. Your letter in an anonymous communication and is held over until you forward to us your name and address.

UP to 1895 the list of unemployed in New South Wales, says the *Star*, increased at the rate of 1000 a year. From 1892 to 1895 the decrease was noted at the rate of 125 a month by the various charities. In the Charity Organisation Society the number assisted in 1891 was 3141, which diminished to 2100 in 1895. During the past two years the unemployed have increased at the rate of 2500 for each twelve months.

WE note that no steps have as yet been taken with regard to the storm-water drain which flows out on to the reclamation opposite Ice House Lane. The drain is now so blocked up that the water, which is constantly flowing from it this damp weather, has made a passage for itself under the road and is draining into the foundations now being laid between Ice House Lane and the Queen's Statue, where a pumping engine has to be kept at work to keep the excavations free of water. It is certainly high time that something was done towards giving this drain an outlet into the sea, for besides delaying the building operations on the adjacent block it is liable to undermine the road.

THE bowling alley of the Kowloon Hotel is now being pulled down to make room for the block of shops which Mr. Dorabjee is erecting in Elgin Road, Kowloon. When these and the block now being erected by the Wharf and Godown Company are completed, Elgin Road will be practically filled up, no more building sites being available, and the "men of bricks and mortar" will have to go in search of fresh localities to cover with their by no means elegant edifices. It is to be hoped that Chinese shops and houses will not be allowed to encroach further upon the European area in Kowloon, or one of the greatest recommendations of that suburb will be lost for ever and ever.

THE atmosphere in the smaller court when the Chief Justice was hearing the charter-party case to-day was very oppressive and before the case opened Mr. J. J. Francis, Q.C., asked if his Lordship would remove his wig and allow counsel to do the same. His Lordship at once saw the force of the application, and doffed his horsehair with a pleased smile, the members of the Bar present quickly following suit. It may here be mentioned that the windows of the court have necessarily to be kept open in the warm weather and the noise of the street traffic and of leather-lunged coolies makes the work of those engaged there anything but pleasant, it being at times almost impossible to hear what is said.

A MYSTERIOUS disappearance has occurred in connection with the German Consulate in Sydney. The missing gentleman is Mr. Joseph Killani, and he came out to Sydney from Germany recently as an expert in agriculture, and an *attaché* to the German Consulate-General there. Mr. Killani is possessed of means, and left the city some time ago to spend a month in Brisbane. Arriving there, he returned to Sydney, whence he subsequently departed again for Brisbane. For the second time he left there, and was seen off by the express from that city on May 16th by several officials connected with the Consulate. Since then he has neither been seen nor heard of. His description, as supplied by the police at Sydney is:—"A native of Germany, aged 31, a little over 5ft. in height, fair hair and eyes, thin prominent nose, of slender build, spoke English imperfectly." The police have the matter in hand. Herr Peildram, the German Consul in Sydney, went to Brisbane to make inquiries.

FIFTEEN members of the Penang Literary Association were visiting the country house of the Association, "Belle Vue, recently given to them by Mr. Cheah Chen Eok, on the 10th instant. About nine o'clock at night a gang of twenty well-armed Chinese with blackened faces surrounded the house. One of them fired a shot as a signal to his companions, who thereupon closed in upon the house, four of them entered it, and despoiled the company of rings, watches, ornaments and money to the value of $3,000. Some of the members tried to rush out of the house, but were beaten back with sticks. One of them, Oh Cheng Cheen, jumped from the window and broke his thigh. Others were threatened with knives, and the whole company was speedily overawed and despoiled. A reward of $500 has been offered for information leading to the arrest and conviction of the robbers. The daring outrage has caused a great sensation among the Chinese, the members of the party attacked being connected with well-to-do and influential families in town.

WE hear that owing to the whole of the Detective Force having been cleared out (Detective Inspectors Stanton and Quincey and Sergeant Holt suspended and 16 Chinese detectives banished and 5 absconded) there is a feeling of uneasiness among the better class of Chinese who, not unnaturally, fear that the criminal classes of the mainland will consider the present a favourable time for swooping down on us like hungry hawks seeking their evening meal, and that in consequence we shall soon have in our midst many undesirable visitors from the neighbouring provinces. It may be that the criminal classes will find the police better prepared to protect the lives and property of the residents than they anticipate, but, however that may be, the fact remains that there is just now quite a considerable exodus of the wives and families of well-to-do Chinese, many of them going to Canton and others to Macao. One can hardly blame the Chinese after the nasty experience we have had of "holds up" in Wingloik Street and other busy thoroughfares, even when the Detective Force had been kept up to full strength, in view of the great and rapid diminution in the ranks of those who are not unreasonably looked to as able to hold, to a certain extent, the criminal classes in check and keep the colony comparatively free of the murderous ruffians with whom the rivers and creeks of Kwangtung are infested.

THE net profits of the Bank of Calcutta, Limited, for the half-year ending 30th June are rupees 162,712, which includes Rs. 21,894 brought forward from the last half-year, and after paying interest on preference shares gives a return equal to 5.4 per cent. annum. A dividend at the rate of 5 per cent. per annum will be paid on ordinary shares; one lak and twenty-five thousand rupees will be added to the reserve fund (making the latter three lakhs twenty-five thousand) and Rs. 10,212 will be carried forward.

THE China Navigation Co.'s steamship *Chingtu*, Captain R. Innes, returned to Sydney on June 19th, says the *Star*, after a voyage which proved exceptionally adventurous from her experience in the rescue of a big Sydney ocean liner. She brought a full list of saloon passengers, many of the number having to be accommodated in the after-cabin, and there was an enjoyable time all through the voyage. On Sunday, June 13, when the steamship was off High Peak Island, between Townsville and Keppel Bay, she observed a big steamer flying distress signals. She altered her course and bore down on the steamer, which was the 4000-ton liner *Morayshire*, bound from Sydney to Bowen to load part freight of frozen mutton for London. The *Morayshire* had broken her propeller shaft and was helpless. The disabled steamer sent a boat off, with lines attached to a 14in. Manila hawser, and this being made fast the *Chingtu* started with her tow. There was a strong head wind and heavy sea, and the *Morayshire* being light a great strain came on the tow rope, which eventually parted. The *Chingtu* stood by her charge, and succeeded in getting her 5in. steel hawser on board the *Morayshire* and this was attached to the anchor chain of the disabled steamer, which was eventually towed to a safe anchorage in Keppel Bay at 7 a.m. on the 17th June. The distance of the tow was 84 miles. The *Chingtu* resumed her voyage to Sydney three hours latter.

A CURIOUS occurrence is reported by the Captain of the German steamer *Ysabel* to have taken place in the New Hebrides on May 25th. The *Ysabel* was passing from Epi Island on June 1st, when a "submarine volcano in full working order" was seen. Its movement was very rapid and water and *debris* were thrown up to a great height. A resident of Tonga says:—"On Tuesday afternoon, May 25th, we heard two distinct reports like the discharge of heavy guns, and concluded that some ship of war was engaged at gun practice in the neighbourhood. During the night peculiar noises and rumblings as those preceding earthquakes were heard, but no disturbance was felt. On Wednesday morning the population of the side of Tonga facing north and east were found in a great state of excitement, and it was discovered that large volumes of black, muddy water and stones were being thrown up from the sea in the neighbourhood of Tevella Island. On Saturday, 29th, I put off in a boat to view the disturbance, and approached to within three-quarters of a mile of it. The temperature of the water was tested frequently, but no difference was found. Eruptions more or less heavy took place at intervals of eight, ten, and twelve minutes. There was an immense upheaval of muddy water to the height of from 10ft. to 30ft., with stones rising higher, a downfall, and then a sheet of white vapor or steam 3ft. to 4ft. in height, lingering for a minute or so. Then all became quiet. No reports were heard in the boat, though we were assured on shore some loud reports occurred. One peculiar thing was that the stones seemed to perform a graceful curve towards the south-east, though the wind at the time was blowing from that quarter at a rate of about three miles. No one of the present generation has ever witnessed a similar outbreak. Tradition, however, has it that in about the same locality there once was an inhabited island named 'Kuay,' 'Tumbuko,' an evil-minded man, brought from the island of Lapevei a 'Billi Karau' (a species of red lizard) in a bamboo, and deposited it under the roots of a tall Nearu tree (similar to ironbark). Subsequently Tumbuko obtained six porcine bladders, filled them with air, and ascended the tree. At the top he burst one bladder, and then, descending, burst four more at intervals. The sixth bladder was exploded at the root of the tree, and—presto! up goes 'Nearu' tree, 'Billi Karau,' and 'Tumbuko', to the regions above, whilst the mythic isle and its inhabitants were swallowed up by the sea. Such is the legend told to me by some of the people. But native statements require to be carefully sifted, and even then taken 'cum grano salis.'"

PIRACY ON THE CANTON RIVER.

A STRAITS MILLIONAIRE'S SON HELD UP.
$7,000 WORTH OF PLUNDER.

Of late many complaints have reached the Viceroy of Canton of the prevalence of pirates on the Canton River. As a result of these complaints two gunboats were detailed to patrol the river and capture any suspicious craft found loitering about. At any rate the presence of these gunboats did not go far to damp the courage of the river-wolves, for news has just reached us of one of most daring piratical outrages perpetrated since the beginning of the year.

One of the sons of Captain Chung Kwei, a Straits millionaire, Chung Ah Phin, who recently went up to Canton, was the victim. He, in company with a few of his relatives, hired a flower boat and were proceeding to their native place when this affair happened. On the second day the boat stuck in the mud and could not proceed. During the night a gang of men with painted faces and fully armed boarded the boat. With revolvers levelled at the passengers they commanded silence whilst four men began at once to look for plunder. Unfortunately for Mr. Ah Phin he had brought from the Straits jewellery amounting in value to $5000 and $2000 in notes. These the rogues took besides clothing, etc. When they had satisfied themselves that nothing more was to be obtained, they left the boat after threatening the victims with instant death if they made a noise till two hours afterwards. The ruffians went away without the least noise. In the morning information was at once sent down to Canton but before the authorities had time to send a gunboat up the pirates had made their escape. Up to the present nothing more has been heard of them.

BRIGANDAGE IN NORTH BORNEO.

Gaya, the station of the British North Borneo Company, which is said by the *Singapore Free Press* to have been attacked by the notorious Mat Salleh and a band of desperadoes on the 11th instant, with shocking results, is situated on the east end of Gaya Island which is about midway between Labuan and Kudat on the north-west coast of Borneo. It is within easy distance of the old pirate haunts of Pandasian and Tampassuk, which were attacked and destroyed by Captain, now Admiral, Keppel some forty years ago. A magistrate and the treasury officer are usually the only Europeans at the station, which is garrisoned by about a dozen Sikh and Dyak police, but there is no fort or stockade for them to retire to in case of attack. These details would of course be well known to Mat Salleh and it is probable that he brought his sixty followers across from the mainland after dark, and posting them in the jungle on the hills surrounding the settlement rushed the place with the first streak of dawn, taking everyone by surprise and getting possession of the Residency, Gaol and Barracks with great ease. Having plundered the small cluster of huts known as the town escape would be easy, and we fear that the natives on the opposite mainland would be either too much in sympathy with or too much in fear of the rebel band either to aid in the escape of Mr. Newbronner, to bar their progress, or assist the punitive expedition in tracing them. It is to be feared that Messrs. Hewett and Wheatly, who are reported to have left Labuan in pursuit of Mat Salleh, will be too late to come up with him. Once he and his men had pushed inland across the lower spurs of the great mountain of Kina Balu they would be within easy reach of the headwaters of several rivers which would carry them to the coast at various points ranging from the Dutch boundary on the east to Brunei on the west. Once the spurs of Kina Balu are crossed, too, the natives are found to be hostile to the Government and most probably all traces of the rebel band will be lost until next heard of in some distant part of the country. A large expeditionary force will never take Mat Salleh. What is wanted is a small body of picked Dyaks, placed under a European well used to jungle work, which could travel with a small amount of baggage and thus stand some chance of coming up with him. Large bodies of men move too slowly to be of use in such a case. As the report makes no mention of Mr. H. S. Haynes, Magistrate in charge at Gaya, it is probable that he was away from the station at the time of the attack. It is to be hoped that so large a price will be placed on Mat Salleh's head that some enterprising native will be tempted to relieve him of it and so acquire a small fortune. Otherwise, emboldened by success, he may even attack Sandakan, massacre the Europeans and loot the town, a matter of no great difficulty, as will be well understood by all acquainted with the place. The probabilities are that we have by no means heard the last of the doings of Mat Salleh and his gang of cut-throats.

THE "PEGU" PIRACY.

(*From a Correspondent.*)

THE CAPTAIN DISEMBOWELLED!

PENANG, July 12th.

Penang has been once more thrilled with the account of another daring piracy which was committed off the coast of Acheen on Thursday, July 8th.

The British steamer *Pegu*, Captain H. Ross, left this port on Wednesday, 7th, for her usual run to the north of Sumatra. She reached Edie safely on the 8th, and left that port for Teluk Semawe the same evening at 5.30 p.m. Among the passengers who went aboard at Edie were eleven Achinese men and one woman, booked for Segil. All was apparently going on in the usual way, but while Captain Ross and Mr. Craigie (of Ipoh, replacing Mr. Foggie as Chief Engineer, that gentleman being unwell) were at dinner in the saloon, about 7 p.m., the vessel then being off Pasi Busuk, six armed Achinese suddenly broke in upon them by one door and two by the other. Both Europeans, though taken at great disadvantage, defended themselves as well as they could with their chairs, but their opponents so slashed their hands that any effective resistance was soon out of the question. Mr. Craigie, however, succeeded in getting on deck, and thence into the engine-room, where he was not followed. Captain Ross also managed to force his way through and reached the deck, hotly pursued by his savage assailants, one of whom had meanwhile laid hold of the carving knife from the table. As the unfortunate skipper, badly wounded as he was, struggled to get to the bridge, this man stabbed him terribly in the abdomen, and when he fell the rest of the piratical gang surrounded the prostrate man and hacked him about savagely, actually disembowelling him, and leaving him a mangled corpse on deck.

THE ATTACK ON THE OFFICERS AND PASSENGERS.

The mate and the steersman were the next to be attacked. Both these men were on the bridge, and in spite of what resistance they could offer were soon cut down. The *Serang* (boatswain), however, climbed up the funnel stays, and thus escaped the onslaught of the pirates. Returning to the deck two more of the crew and three Chinese passengers were killed, thirty or forty more passengers, according to one account having been killed or met their death by jumping overboard. The vessel was then thoroughly looted. One of the Achinese was placed at the wheel to steer the ship nearer land, others plundered the Captain's cabin, taking a repeating rifle and a revolver. The safe was opened, $15,000 taken therefrom, two boats lowered from the ship, and the pirates made off in the direction of Simpang Olim. The *Serang* then took charge of the vessel and steered her to Teluk Semawe, where she was taken charge of by the port authorities.

On her arrival fifteen men on board were taken to hospital, more or less wounded, and one of them has since died. The vessel was a frightful sight, a very charnel house, the deck being bespattered with blood and the entrails of the slaughtered. The *serang's* hands were terribly cut and when he got to Teluk Semawe he dropped down fainting.

Mr. Craigie does not appear to have been much injured, and is doing fairly well.

Captain Ross has been in trade here for the last fourteen years. He was on the *Fatr Malacca* and *Perak*, and then joined Messrs. Leng Check & Co.'s *Wahi*. In 1885 he brought out the *Malacca* from home. He was a marked man by the Achinese and knew he carried his life in his hands.

It is believed that the woman who came aboard at Edie had the weapons of her male companions hidden on her person. The male passengers were, as usual, examined for concealed weapons, but not the woman.

We understand that the *Pegu* has now arrived in Penang.

THE CAREER OF THE LATE CAPT. H. ROSS.

We are now able to give some further particulars of the late Captain Henry Ross, of the

Pegu, who was murdered by Achinese on the north-east coast of Sumatra, while on a voyage from Penang to Oleh-leh.

Capt. Ross was a comparatively young man, being 34 years of age, and was a native of Carnoustie, Forfarshire. He has had a varied experience, serving his apprenticeship on the barque *Ranger* from Dundee. He then became second officer of a ship sailing out of Cardiff, and going down below to get a coil of rope, struck a match and ignited some explosive gas, which blew up the ship. The Captain and another, who were crossing the deck, were blown to pieces, and Ross was severely burned. He subsequently became chief officer of the *Elgin*, which was lost on the Bombay Shoal. He took charge of one of the boats and was picked up by a French man-of-war and taken to Hongkong. Capt. Ross saw that there was money in the Acheen pepper trade, and embarked upon it some years ago. He was a keen man of business and would buy the pepper himself, often forwarding it to London. Although he has been twice attacked by Achinese who have attempted to raid his vessel, he was absolutely fearless. Told by a friend the third time might be fatal, he simply ignored the warning, with the fatal result recorded. The late Captain Ross leaves two children at Carnoustie to mourn his loss. His wife died about two years ago.—*Singapore Free Press.*

LATE TELEGRAMS.

SEDITION IN INDIA.

LONDON, July 5th.

Mr. Bhownuggree, in a letter to *The Times*, endorses the necessity for checking the Native Press and charges Sir W. Wedderburn and Mr. Dadabhai Naoroji with conjuring up imaginary grievances and trying to justify the vernacular Press, which, he says, is in the hands of seditionmongers.

LONDON, July 6th.

Lord George Hamilton said Lord Sandhurst had denied, seriatim, the statements made in the Poona Memorial and the allegation that the authorities all along had been most inconsiderate. He added Lord Sandhurst had throughout merited and obtained the complete confidence of both the present and the late Government.

BOMBAY, June 30th.

The Government has proclaimed an occupation of Poona City by a punitive police force owing to the conduct of the inhabitants. Charges of a lakh and a half a year will be payable by a particular section to be hereafter named.

BOMBAY, July 3rd.

Mr. Rand died at Poona this morning.

The Poona Native Press generally resent the punitive measures and great bitterness exists.

THE TARIFF BILL.

LONDON, 4th July.

The Washington Senate have finished their sittings on the Tariff Bill.

THE "ADEN" SURVIVORS.

The *India* has arrived at Suez with the survivors of the *Aden*, who are doing well.

THE FAMINE IN INDIA.

SIMLA, July 2nd.

There is a notable decrease of 650,000 in the numbers of relief workers, the N. W. P. showing upwards of half a million; Bengal 102,000; Central Provinces 125,000, Punjab 5,000; in Madras there is an increase of 55,000; Burma and Assam aggregate 25,000. The total numbers on relief works are 3¾ millions as against 4½ millions in June.

Rain is reported generally but more is anxiously awaited. There has been severe damage to crops in Assam from the recent earthquake. Prices in Central India are high. Cattle in the Punjab are in a poor condition. Prices are rising in the N.W.P. The general agricultural prospects in Bengal are favourable.

THE TOCHI PUNITIVE EXPEDITION.

(*Latest News via Rangoon.*)

SIMLA, 3rd July.

The Maliks are anxious to treat but no communication will be held with them until the troops are concentrated at Maizar.

MR. GEE'S REPORT.

SIMLA, 4th July.

Mr. Gee's report on the Tochi disaster adds a few particulars not hitherto known. At first the villagers appeared quite friendly, talking freely with the Pathan Sepoys; supplies were readily brought, the British officers being pressed to partake of prepared food. Mr. Gee was told that the local Jirga had come to an amicable agreement, Malik Sadda Khen's statement to this effect being a deliberate lie. His concealment of the true state of the case led directly to the catastrophe. The attack began at 2 p.m. Lieut. Seton-Browne was hit by a second shot; Dr. Cassidi bound up the wound. Then Colonel Bunny was mortally wounded. At the same moment Lieut. Higginson was hit in the left arm. The guns at once opened with case-shot. In five minutes the ammunition was expended and Colonel Bunny ordered a retirement. The retreat was continued slowly across six ridges, positions being taken up on each successive ridge. The tribesmen began to come on in large numbers, but the force took up a strong position at 5.30 p.m., awaiting reinforcements from Datta Khel, which arrived at 6.15, covering nine miles in ninety minutes. Evidence points to Sadda Khan as being prominent in the treachery. The Waziri loss was about 100, some 35 being killed by case-shot in one place.

Maizar, where the troops will concentrate, is a group of villages above the junction of the Algad and the Tochi; it lies two miles beyond Sheranna and is occupied by Drepalari Khojl Khel, Alikhan Khel and the Macha sections of Ger, the position of the Madda Khel tribe. The main road to Ghazni runs through it.

A BRUSH WITH THE ENEMY'S SCOUTS.

TOCHI, BOYA, July 4th.

A convoy of six camels and three Sowars, said to be carrying private stores to Datta Khel, were attacked to-day at about 10 a.m., two miles this side of Boya, by parties variously said to number from 30 to 80 men. Intelligence of this was received at Boya about noon and a party of sowars, accompanied by Lieut. Stockley, R.E., and 40 rifles, under Lieutenant Climo, moved in pursuit. Thirty sabres were also sent from Miranshah. Camel tracks were found up a nullah and the Cavalry followed them up, capturing 51 armed men, one of whom fired on them, and some of whom were found to have their swords stained with blood. One Sowar was killed and one wounded; two road coolies were also wounded.

MARCHING ON BOYA.

As General Egerton, commanding the 1st Brigade, and his Staff were on the march to Boya this morning from Miranshah by the new road, a shot was fired from Acundan village. The escort entered the village and discovered the man who fired the shot. His explanations being unsatisfactory, he and another man were accordingly brought in and will be taken to Datta Khel.

GENERAL EGERTON TAKES COMMAND.

DATTA KHEL, July 5th.

General Egerton arrived here this morning an commands the whole line from Edwardesabad, pending the connection of the 2nd Brigade, which, under present orders, will ultimately concentrate at Miranshah. The 1st Brigade is not yet complete. A company of Sappers and Miners, the Argyle and Sutherland Highlanders and the Field Hospitals have not yet arrived. The 2nd Brigade has at present only one regiment beyond the base. The 25th Punjab Infantry, who were also to have been pushed up at once, are detained owing to want of supplies. Convoys, however, began running up the line on the 3rd and no difficulty will now probably be experienced in sending forward the regiments. The military authorities have had to contend against the difficulty of the advanced post, from which operations can be carried out, being fifteen days march from the railway and no supplies being obtainable in anything like the required extent from Edwardesabad, the nominal base.

PEPPERED AT BY TRIBESMEN.

Some shots were fired last night into the Boya camp, where General Egerton was halting, but with no other results than a few bullet-holes in the tents of the detachment of the 1st Sikhs.

JAPAN AND AUSTRALIA.

CONSUL NAKAGAWA INTERVIEWED.

Mr. T. J. Nakagawa, the newly-appointed and first Japanese Consul to New South Wales, arrived in Sydney by the last trip of the *Omi Maru*. A Sydney *Daily Telegraph* representative interviewed him and says Mr. Nakagawa is physically a typical Japanese, but conforms to the usages of western civilisation with an ease which bespeaks long acquaintance with European manners and customs. He speaks English fluently. For five months, up to August of last year, he was Consul for Japan at Townsville.

TRADE WITH AUSTRALIA.

The fact that up till the present no Japanese Consulate had existed in the colony was, Mr. Nakagawa admitted, a strange one, more especially as it is recognised that the trade between Australasia and Japan must be centred in Sydney. "In the first place," said he, "this is a free port. Then it is the terminus for all the great lines of steamships with Europe—those trading to England, Germany, and France. Queensland, on the other hand, has only one line—the British India Company. Again, Japan requires a good deal of wool annually, and it must be obtained in the open market. Queensland has no such market. Generally, it is easier to get things here in Sydney than in Queensland, and these facts have led to the opening of the new Consular office."

"So far," continued Mr. Nakagawa, "there has not been much increase in trade, consequent on the opening up of the new line of steamers between Japan and Australia, but more may be expected. The requirements of Japan in wool are now only 7000 or 8000 bales annually, and so far there are now only four or five woollen mills in the country, but a considerable development of that industry must shortly take place. Other commodities in which a big trade is likely to spring up are lead for bullets, bones for cutlery, tooth brushes, etc., tallow, and all pastoral products. Meat is very expensive in our country, there being a comparatively small area of grazing land, and we have to import to a considerable extent. We are not great meat-eaters, however. Last year the total consumption of Tokio and its suburbs, which have a population of about a million and a half, was only 15,000 head of cattle. Mutton is only eaten by foreigners; the Japanese will not take to it because of its peculiar flavour. There is a question now as to whether the beef required should be imported in the form of live cattle or in a frozen condition, and it is probable that a commissioner from Japan will shortly visit Australia to inquire into the matter. The taste of the people for frozen meat has not yet been tried, and that also is a question which awaits decision."

JAPAN AND THE ALIEN RACES BILL.

Questioned with reference to the feeling in Japan on the subject of the Alien Races Exclusion Bill, Mr. Nakagawa said that naturally the Japanese did not like it. "And the queer thing about the matter is," he went on, "that the inclusion of the Japanese in the provisions of the bill seems to be based on a belief that they are likely to come here in overwhelming numbers. In my opinion, such a state of affairs is almost impossible. In the case of numbers of men who are contracted for, the Emperor advances the cost of their emigration, but never in individual cases. The fare to Australia is about £15, and a man would require another £15 to keep him going till he got work here, and to the working classes in Japan £30 is no trifle. Therefore, I do not think there is much likelihood of individual emigration to Australia ever taking place to any extent. There is no room here for Japanese, except to work on sugar plantations or in domestic service. At the present time there are only about 2000 Japanese in the whole of Australia, and 95 per cent. of them are in Queensland." It was suggested that the Japanese might make room for themselves by settling on the land as farmers. "No," returned Mr. Nakagawa, "there is no room for peasants here, and my countrymen are not like the English: they are not of a colonising race. The Government have recently taken over the Island of Formosa, and it costs them a lot of money to maintain it. With the English it would be different. Besides, there is now in Japan a great demand for labour for the home market, and within the last four years wages have gone up 50 per cent. generally. No," reiterated the consul, "there is no probability of Australia ever being overwhelmed by the working classes of Japan."

Referring to other matters, Mr. Nakagawa said there was a strong probability that the Japanese Government would restrict the emigration of Japanese to Queensland and other countries where their presence in large numbers was not objected to. "What good," he asked, "could the emigration of a few thousand men do the country? We don't want to arouse ill-feeling where otherwise a good feeling towards us would exist over such a trifling matter. The system of Government being patriarchal, the restriction can be imposed on the people without much objection to it being raised."

THE EXCLUSION OF JAPANESE FROM AUSTRALIA.

A wonderful unanimity prevails throughout the Australian colonies as to the necessity of preventing the further immigration of Japanese, but the trouble has been to find a means which will bring in its train an amicable instead of strained relationship between the countries affected. Sir H. Tozer's answer some time ago, that the settlement of the question was to be effected by means of a friendly treaty between Japan and Queensland, revealed at the time quite a new feature in the settlement of questions of this kind. Hitherto the galling method of restricting by a heavy poll-tax, as in the case of the Chinese, seems to have been considered the best means of excluding those whose presence in our country is deemed undesirable; and other enactments have been made, which, however much the colony passing them deemed them necessary, have never received the royal assent. There is the ground-work of trouble lurking within them, the end and effect of which is not easy to discern; and it is only the weakness of those legislated against that prevents the trouble. There is undoubtedly less probability of Japan suffering quietly the exclusion of her subjects from foreign countries, in the same way that the Chinese are debarred from coming here; and in attempting to shut out her people from Australia, the same uneasiness would prevail as is reported to be manifested by the Foreign Relations Committee of the American Senate in connection with Japan's protest against the annexation of Hawaii by the States. But Japanese subjects are not so numerous here; and while they are few in numbers, there must be less difficulty in the two Governments dealing with the matter, in a friendly or unfriendly manner, than when there are a great number, whose interests are large and varied. The action of the Government is none too soon; and the method of dealing with the question by means of a friendly treaty is to all appearances much more commendable than by legislating as in the case of Chinese. There is less danger of injustice being inflicted upon those already here, who have acquired recognisable rights, and whose labour is temporarily acceptable; also upon those who, having no other labour available, are compelled to utilise it. A fair settlement of the question is all that is asked, and the outlook certainly foretells an absence of rancorous feeling similar to that now existing between the States and Japan.—*Torres Straits Pilot.*

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(*Before His Lordship Mr. A. G. Wise, Puisne Judge.*)

July 21st.

THE ARSON CASE.

The charge of arson against Cheng Kwan Ting was resumed this morning.

Mr. W. M. Goodman (Attorney General) instructed by Mr. H. L. Dennys (Crown Solicitor) prosecuted and Mr. E. Robinson (instructed by Mr. J. F. Reece) appeared for the defence.

The jury was as follows:—A. Friddle, A. H. Harper, F. Silva Netto, C. F. Michelan, G. C. W. Kirkpatrick, M. d'E. S. Pereira, L. P. Glissmann.

Wong Yuk Ping, sworn, said that at the beginning of this year he was a partner in the tobacconist shop, 231 Queen's Road Central. There were four partners including himself and the prisoner. He had never seen the other two partners but the prisoner represented their interests. Witness retired from the partnership on 1st May and received as his share $500. On the 18th April he had a conversation with the prisoner in the accountant's room. The prisoner said that he had made up his mind to set fire to the shop because a clansman of his who had deposited over $1000 with him had come back from California and, as he had already spent all the money, he must set fire to the shop. Witness was very ill and went to Canton on the 17th May to be treated, and came back here with two detectives on the 28th. Witness sent a draft of an advertisement of the dissolution of his partnership.

Mr. Robinson objected to the draft being put in on the ground that it had nothing to do with the prisoner; but the objection was overruled.

The lad Tseng Wai Cheung gave evidence that he was asleep and was awakened by the smoke. He became frightened and took the box containing the books away. The prisoner went to the shop at night and took away the money.

Ng Yung, manager of a Chinese newspaper, gave evidence regarding the advertisement of the dissolution of partnership.

The case for the prosecution was then closed.

Mr. Robinson asked his Lordship if the prisoner could make a statement and also call evidence.

The Attorney-General said that that point had already been argued and settled by the Chief Justice.

His Lordship said that if the prisoner wished to make a statement he could not call any evidence.

Mr. Robinson applied for the case to be adjourned till to-morrow morning to give him time to consider what course he should take.

His Lordship agreed to the application and the case was adjourned till 10 a.m. to-morrow.

IN ORIGINAL JURISDICTION.

(*Before his Lordship Sir J. W. Carrington Kt., C.M.G., Chief Justice and a special Jury.*)

A CHARTER-PARTY CASE.

In this suit, Tolleson v. Tuason, the plaintiff claimed $5,145, money alleged to be owing on a charter-party of the Norwegian steamer *Sharpsfell*, and also $2,100 for damages. Mr J. Francis, Q.C. (instructed by Mr. J. Hastings), appeared for the plaintiff, and Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) appeared for the defendant.

The following special jury was sworn: Messrs D. E. Brown, D. Gillies, E. S. Wheatler, W. R. Loxley, C. S. Sharp, A. G. Morris, and A. G. Stokes.

Mr. Francis, in opening the case, said that there were practically two questions to be decided. Of course, besides these there were minor points to be considered and settled, but the ultimate questions were two. The first question was whether the defendant, Mr. Jose Tobias y Tuason, was the person who entered into a charter-party for the steamship *Sharpsfell*, and if he was, whether the charter party was broken by him; if it was the plaintiff was entitled to receive the balance of the money due and also certain damages. The vessel was a Norwegian steamer, her master was Laurent Tollefson, and the owners Thomas Fearnley and Englehart Hager. The defendant was a Spanish gentleman, Mr. Jose Tobias y Tuason, and the matter in dispute was regarding a charter party that was closed at Shanghai on or about October 4th, 1895. The charter-party was for three months at $6,000 per month, less 2½ per cent for the charterers and 2½ per cent. brokerage. It was specifically stipulated that the freight was payable fortnightly in advance. In default of payments the owners were at liberty to cancel the charter party forthwith. This charter party was signed by Wieler & Co., on behalf of the agents for the owners of the vessel, and also by Olsen & Co. for Messrs. Sennett & Co., by telegraphic authority by Mr. Tuason. The charter party was closed in Shanghai; the vessel herself was in Japanese waters, being at Kobe. There was a firm in Kobe called Sennett & Co., and another in Shanghai called Olsen & Co., who professed to close the charter party on behalf of the charterer. The question raised by the defence was whether Sennett & Co. were the real charterers or whether Mr. Tuason was and had authorised Sennett & Co. to enter it on his behalf. The contest between the plaintiff and defendant was that the plaintiff alleged that Mr. Tuason was the charterer and that Sennett & Co. were simply his agents authorised to act for him. The defendant insisted that he was not the charterer but that Sennett & Co. had chartered the vessel on their own account, and that after the charter was closed he entered into arrangements with them to work the vessel on their joint account. The vessel went into employment and it was common ground that she was managed for three months by Sennett & Co. Defendant did not seem to have entered into the management or given orders. The vessel seemed to have been subchartered or engaged on three different voyages. The first two went off without trouble and there was no difficulty about them. The vessel was handed over when the charter party closed on October 4th and the charter commenced on the 5th, the instalments becoming due on the 5th, 19th, and 20th of the following month. After the instalment for November 19th was paid no further remittance was made but the captain received some small sums under the provisions of the charter party, which if properly adjusted on December 5th would not have left $3000 payable on that date but a much smaller sum. The amount due in December had never been paid and the plaintiff was suing for the balance of the instalment due in December 15th and the whole of the amount also due on the 19th. Plaintiff claimed damages, the amount being $2100, but it would be for the jury to say whether he was entitled to that or a lesser amount. On the morning of October 5th Captain Tollefson reported himself to Sennett & Co. and placed himself at their disposal. In the office he saw defendant and a letter was handed him in Mr. Tuason's presence. The letter was dated October 5th. It was addressed to the captain and said "I beg to confirm the charter of the steamer by me for three months from this date. Please proceed to-morrow to Newchwang direct and there load according to instructions." The letter was signed by Mr. Tuason. That letter was also disputed. Defendant did not deny signing it, but said he simply copied it from one prepared for him by Sennett & Co., and he then understood that its contents were different and said he signed it not knowing what it really contained. As a matter of fact the captain and Mr. Tuason were in communication in October and saw each other in Sennett's office in Kobe. Counsel then read written copies of questions put to defendant and filed, with his answers thereto. In his answers on oath, defendant said that neither on October 5th nor at any other time did he or any person in his presence hand to Captain Tollefson the letter shown in the suit and neither he nor any person in his presence handed to the captain the letter or any letter of like purport and effect. He wrote a letter to the captain wherein it was agreed that he should share in the charter party; a copy of it was drafted by F. Sennett. It had before been said that the captain had not been made aware of him having an interest in the ship and he did not know enough English to write the letter nor to understand the letter, which he fully believed to contain only the statement that he was interested in the ship. He was not aware that it contained a statement that the steamer had been chartered by him. The plaintiff relied on the letter and defendant practically charged Sennett with having deliberately frauded him into signing the letter and deceiving him as its contents. As to this there was the evidence of the captain and that of F. Sennett, taken on commission in Japan, while on the other side there was that of Mr. Tuason. The vessel was quietly and successfully employed up to Nov. 28th, having made two voyages. On that date she was in Kobe discharging her inward cargo, and on the 30th November she began to load, for the third and last voyage, to Nagahama and Moji, two non-open ports, and thence proceed to Nagasaki, and to Keelung, in Formosa. She left Kobe with 80 passengers and a small quantity of cargo on December 6th. At Moji she got 30 more passengers and no cargo, and on the 18th she was at Nagasaki. From the evidence it appeared that on this voyage she had been subchartered by some Japanese merchant and a Japanese, described as a compradore for Sennett & Co., left Kobe with the vessel to manage the charter. After reaching Nagasaki some 150 tons of coal were put on board for Formosa, and, unfortunately the charterer forgot to pay for that coal and plaintiff himself had to do so ultimately. The compradore vanished at Nagasaki after collecting a considerable amount of passage money and freight for cargo. A Mr. Boedinghouse, who was acting in Nagasaki for Sennett & Co., then received a communication from them that the Japanese sub-charterer had not paid up and directing him to stop all further loading of the vessel. These instructions were communicated to the captain, who at once ceased to receive any further cargo on board. There was a row among the Japanese and nearly all the cargo, which was of a perishable nature, was being taken to Formosa by the passengers. Applications were made to the German Consul, who represented Norway, and the Japanese complained to their own authorities. Mr. Boedinghouse threw up his authority; the police were put on board to prevent disturbance, and the captain was mobbed on board and ashore. The result was that the cargo was landed and delivered to the owners. The captain, under instructions from Sennett & Co., endeavoured to land it in godowns until their lien was met. The Japanese, however, refused, and gave the cargo to the owners. The captain began unloading on December 24th and next day had the ship fairly clear. At the time the instalment was still due, in spite of repeated applications by the owners of the ship. On December 28th Captain Tollefson wired to Sennett & Co. for orders and instructions and on the 29th he got a telegram desiring him to discharge the cargo and retain the lien to secure the freight from Shanghai. On the 31st, when no further instalments had been made, the agents for the owners gave notice to cancel the charter party and re-charter the vessel for a voyage from Kutchinotzu to Hongkong with coal. The plaintiff's position was that he faithfully and fully carried out the charter party and had obeyed all orders as far as possible up to December 31st. On that day the charter party was cancelled under its provisions and immediate employment was got for the vessel. Two instalments were due from defendant but a settlement could not be obtained despite repeated application. The next incident was that the vessel sailed for Kutchinotzu and she was unable to load there because the permit taken out by Sennett & Co., authorising her to go to non-open ports, had not been returned by them. The authorities refused to issue a fresh permit until the old one was returned. The plaintiff claimed, therefore, the full amount of the instalment up to December 5th. The vessel was detained for 10 days at Kutchinotzu in January and for those days the plaintiff claimed damages for the loss of the use of the vessel through the delay of Mr. Tuason's agent in returning the permit. Defendant's case was that plaintiff broke the charter party and he alleged that plaintiff improperly refused to take the vessel to Keelung and he endeavoured to throw the blame of the fiasco at Nagasaki on plaintiff. Defendant also claimed that, in consequence of plaintiff's refusal to proceed to Formosa, he lost the whole proceeds of the vessel's earning from December 5th, the date of the sub-charter. Plaintiff said it was impossible to proceed to Formosa and it was no fault of theirs that the voyage was not completed, and plaintiff, in any case, would have been justified in cancelling the charter party on account of non-payment of moneys. Counsel then read the pleadings in the case and said that information from the north was received here that defendant was passing through Hongkong under an assumed name, so proceedings were taken for his arrest.

Mr. Pollock said counsel should be careful unless he could prove his statement.

Mr. Francis said he could prove it. Defendant was arrested and gave security for the sum claimed. The evidence given in the case would be that of Capt. Tollefson, Mr. Wieler, and Mr. F. Sennett, the latter taken on commission. He would put the latter evidence in as the commencement of his case. The evidence was then read and here cut counsel's remarks.

Mr. Wieler, a partner in the firm, gave evidence regarding the charter.

Captain Tollefson, of the steamer *Sharpsfell*, also gave evidence.

The case was adjourned till 10.30 to-morrow.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.73
Thermometer	81.5
Humidity	83
Rainfall	15.98

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	29.84
Thermometer	86	85
Humidity	72	69
Rainfall	0.17	.....

TO-DAY.

Wednesday, 21st July, 1897.

Chinese—*22nd of 6th moon of 23rd year of Kwang-sü.*

Jewish—*21st Tamuz, 5657.*

Mohammedan—*20th Saphar, 1315.*

Sun—*Rises* ..... *5hr. 27min.*
Sets ..... *6hr. 43min.*

Moon—*Last Quarter 10hr. 45min. p.m.*

High water—*Morning* ..... *2hr. 10min.*
Afternoon ..... *1hr. 30min.*

Low water—*Morning* ..... *7hr. 58min.*
Afternoon ..... *7hr. 41min.*

ANNIVERSARIES.

1796—Robert Burns died.
1839—Chinese servants of British subjects at Macao withdrawn by Lin.
1841—Terrific typhoon in Hongkong; 6 ships lost, 4 ran ashore, 22 dismasted.
1842—Capture of Chinkiang by the British forces.
1881—Suicide of Commander Scott of H.M.S. *Lapwing* at Shanghai.
1891—Commercial Treaty between China and Japan signed.
1894—Collision between the steamers *Chingtu* and *Kachidate Maru* at Woosung.
1896—Suicide of Mr. J. Stewart at 3, Duddell Street.

TO-MORROW.

Thursday, 22nd July, 1897. (St. Mary Magdalene.)

Chinese—*23rd of 6th moon of 23rd year of Kwang-sü.*

Jewish—*22nd Tamuz, 5657.*

Mohammedan—*21st Saphar, 1315.*

Sun—*Rises* ..... *5hr. 28min.*
Sets ..... *6hr. 43min.*

High water—*Morning* ..... *2hr. 51min.*
Afternoon ..... *2hr. 52min.*

Low water—*Morning* ..... *9hr. 39min.*
Afternoon ..... *8hr. 7min.*

ANNIVERSARIES.

1863—The American barque *Eartha* unsuccessfully attacked by pirates near Stonecutter's Island.
1868—The *Providenza*, coolie ship, discovered off Hakodate with only 42 coolies on board and no Europeans.
1873—The s.s. *Esmeralda* lost on the Philippine Islands.
1889—The Yellow River burst its banks at Chang-king great floods.
1896—Marriage of Prince Carl of Denmark and Princess Maud of Wales.

MEMORANDA.

TO-MORROW,—22nd July.

Noon—Meeting of shareholders of the United Asbestos Oriental Agency at Hongkong Hotel.
2.15 p.m.—Perjury case, Police Court.
6 p.m.—Meeting of members of the Peak Club, in the Club.

FRIDAY,—23rd July.

10 a.m.—In Summary Jurisdiction, Supreme Court, Messrs Johnston, Stokes and Master *v.* Messrs Grossmann & Co.

SATURDAY,—24th July.

English mail expected.
Share list of the Yah Loong Cotton Spinning Co. closes.
3 p.m.—Auction of house No. 307 Queen's Road Central by Messrs Hughes and Hough

SUNDAY,—25th July.

Birthday of the Emperor of China.

SHARE MARKET.

LATEST QUOTATIONS.

National Bank, $24; Yangtzze, $157; Steamboat Company, $34⅝; Indo-Chinas, $51; Balmorals, $1.00; Raubs, $24½; Oilvers $6; Green Islands, $38½; Internationals, Tls. 119; Laou-kung-mows, Tls. 119

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kaiser-i-Hind*) 24th inst.
American (*City of Rio de Janeiro*) 26th inst.
Australian (*Chingtu*) 26th inst.
Australian (*Afrikie*) 28th inst.
German (*Bayern*) 28th inst.
Tacoma (*Braemar*) 29th inst.
Tacoma (*Tacoma*) 31st inst.
Canadian (*Empress of China*) 4th prox.
American (*Gaelic*) 5th prox.

* * *

THE N. G. L. steamer *Bisagno*, left Singapore for this port this morning, and may be expected here on or about the 27th inst.

* * *

WE are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Airlie*, left Port Darwin yesterday, for this port *viâ* Timor.

* * *

THE Nippon Yusen Kaisha's steamer *Hiroshima Maru*, from Bombay and ports, left Singapore for this port yesterday, and may be expected here on the 26th inst.

* * *

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamship *Sutlej*, from Calcutta and Straits, left Singapore for this port on the 19th inst. at 5 p.m.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Ceylon	steamer,	from	Singapore
Yamashiro Maru	"	"	Nagasaki
Hongkong	"	"	Haiphong
Ava	"	"	Hoihow
Pathan	"	"	Tacoma
Choysang	"	"	Shanghai
Lyeemoon	"	"	Shanghai
Tahsang	"	"	Swatow
Canton	"	"	Iloilo
Phra C. C. Klao	"	"	Bangkok
Spinaway	schooner	"	Freemantle,

Aggregating, 13,255 tons register.

DEPARTURES.

Sachsen	steamer,	for	Europe
Progress	"	"	Touron
Mathilde	"	"	Hoihow
Nanchang	"	"	Tientsin
Trocas	"	"	Singapore
Irene	"	"	Yokohama
Martha	"	"	Saigon
Krim	"	"	Canton
Oceanien	"	"	Europe
Hihosan Maru	"	"	Kuchinotsu
Empress of Japan	"	"	Vancouver

Aggregating, 11,[illegible] tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Mathven Castle	in	Kowloon	Dock.
Thales	"	"	"
Loongmoon	"	"	"
Humber (H.M.S.)	"	"	"
Nanshan	"	Cosmopolitan	"
Benvenue	"	Aberdeen	"

POISONED FROM HEAD TO FOOT.

WE call particular attention to the subjoined statement. No incident of its kind, of equal interest and importance, has occurred of late years. A declaration so startling in its general scope, and so full of corroborative detail, certainly warrants the conclusion that a new epoch in the healing art has dawned upon us. Aside from the force of the legal forms which it assumes, the facts, as alleged, rest upon the results of a thorough and careful investigation.

(COPY.)

I, George Lack, of 123, Stamford Street, Waterloo Road, London, do solemnly and sincerely declare as follows:—

"I was always a strong, healthy man up to April, 1876. At this time, whilst engaged at the Stamford Street Embroidery Works, cleaning out a tank which had been used for dyeing purposes, I slipped and fell in the tank (which was covered with verdigris), cutting both my elbows. The parts soon became swollen, and in a week's time the flesh was putrid, as if gangrene had set in. My system seemed to be poisoned, and I began to lose strength rapidly, for my appetite left me and I could not bear the sight of food, what little I did eat lay on my chest like lead. I went to the Royal Free Hospital, Gray's Inn Road, where I was under treatment for five weeks, but I got worse. After this I got an order and went into the Lambeth Infirmary, where I was placed in No. 11 Ward. At this time my condition had become serious, for I felt sick and faint that I could scarcely move, and, after a time, I got so bad that I only could get up for an hour or two each day. Later large abscesses formed on my shoulder, and gradually spread over my face and the upper part of my body. My face was completely covered with the abscesses, which, on healing, left deep marks, that I bear to this day. After this I had swelling around the joints, and large abscesses formed in the calf of my leg, and I had also running wounds, extending from the top of my ankle to the bottom of my foot. An offensive discharge of matter came from the parts, and it seemed as if the abscesses were drawing the life out of me. I was now in a hopeless, helpless state, and felt that I did not care how soon my end came. For days and days I never closed my eyes, and on one occasion I *had but little sleep for eighteen days and nights together*, the doctor's sleeping draughts having no effect upon me. When I did at length fall asleep I slept from Thursday to Sunday afternoon. From all the doctor's medicines and applications I only got temporary relief. On one occasion the doctor said that I could not live throughout the day. The nurses placed a screen round my bed, expecting that I should die during the day, and my brother was sent for. When the doctor called at night, he was surprised to find me alive. However I took a turn for the better, but for months afterwards I was, as it were, on the brink of the grave. I had to be lifted in and out of bed, and was fed on slops and light food. Sometimes better, and at other times worse, I continued in this wretched state *for over* FIVE YEARS, *during which time I remained in this hospital.* In August, 1881, I became tired of being in the hospital, and was carried to my house. I was so weak and emaciated, that I got a pair of crutches to help me to hobble about the house. My father and friends who saw me were shocked at my feeble and emaciated appearance, and thought I was not long for this world. I lingered on in the same wretched state for two more years, expecting and wishing that I should soon be out of my misery. In November, 1883, *after suffering over seven years*, my father bought me a bottle of medicine called Mother Seigel's Curative Syrup, and persuaded me to try it, saying that it had been of great benefit to him. After I had taken half the contents of a bottle, I felt brighter and in better spirits than I had been in for years. My appetite improved, and by continuing with the medicine my legs began to heal, and I got stronger and stronger. In less than three months I was able to put aside my crutches and walk with the aid of a stick. After I had taken Mother Seigel's Curative Syrup for six months I was back to my work, as strong as ever I was in my life, and have since kept in the best of health. I wish the particulars of my case known to other sufferers, and the Proprietors have my consent to make what use they like of this statement. And I make this solemn declaration, conscientiously believing the same to be true. By virtue of the provisions of the Statutory Declaration Act, 1835 (Will. IV. c. 62).

(Signed) "George Lack."

Declared at No. 16, Godliman Street, Doctor's Commons, in the City of London, this 18th day of April, 1893, before me, (Signed) George H. Brooks, a Commissioner for Oaths.

Here we have a case of profound and persuasive blood poisoning. Verdigris (chemically the bibasic acetate of copper) is, when introduced into the circulation, a slow poison, for which no positive antidote is known. There is no doubt that the physicians in the hospitals did all that could be done, with the knowledge and resources at their command. Unhappily their treatment, at best, was only mildly palliative; the poison continued its deadly work, until it saturated the poor fellow's entire system and perverted all its functions. What but an ultimately fatal result could have been reasonably expected?

Mr. Lack's final and perfect recovery, through the use of Seigel's Syrup, illustrates beyond the need of comment the unprecedented power of that well-known remedy to renew the digestion, stimulate the secretory organs, and thus to purify the blood. In common with all who shall read the details of this case, we most keenly regret that Seigel's Syrup was not taken immediately after the results of the accident first appeared.—*Adv.*

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK, MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS,
CHARTS and BOOKS,
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 34 & 36, Queen's Road Central. [40

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Cos. Ld., DUNLOP TYRES BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
10, *QUEEN'S ROAD CENTRAL*,
Opposite the Telegraph Office.
42]

THE GRILL ROOM,
9, *QUEEN'S ROAD*,
THE LEADING CATERERS
ON
TUESDAYS,
GREEN TURTLE STEAKS for TIFFIN.
GREEN TURTLE SOUPS for DINNER.
SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES, TIFFINS and DINNERS a Specialty.
Hongkong, 14th December, 1896. [67

Auction.

GOVERNMENT NOTIFICATION.
No. 284.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 26th day of July, 1897, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th July, 1897. [1096

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 26th day of July, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND in Wanchai, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements. N.	NE.	E.	W.	Contents in Square Feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.			$	$
1	Inland Lot No. 1,419	Wanchai Road	60	55.11	85	50	1,875	94	469

Intimations.

THEATRE ROYAL.

SATURDAY Afternoon,
July 24th, at 5 o'clock sharp,
Finishing 6.30 P.M.

Professor
RICHARD,
SPECIALIST,

ADMISSION FREE.

RESPECTABLY DRESSED CHINESE and the General Public of all Nations and Castes are COURTEOUSLY INVITED; of the RESPECTABLE Class only.

GALLERY SPECIALLY RESERVED for the RESPECTABLE CLASS of EUROPEANS and CHINESE, LADIES and GENTLEMEN.

No HEALING DEMONSTRATION nor ELECTRICAL ENTERTAINMENT.

INTERESTING, HUMOROUS and AMUSING (ENGLISH) LECTURE ON

THE BATTLE OF LIFE.

The CLERGY of all CASTES and RELIGIONS SHOULD BE PRESENT at this LECTURE.

SUBJECTS:

The SUN, the MOON, the STARS, the GOOD and EVIL, the ANIMALS, the LABOUR and REWARD of MANKIND, JEALOUSY, MONEY and the DEVIL.

ELECTRICITY IS LIFE.

SPECIAL NOTICE.

Professor RICHARD will be LOCATED in CANTON from the 5TH SEPTEMBER, for a SEASON of THREE MONTHS.

Professor RICHARD'S SERVICES may be SECURED in HONGKONG until SEPTEMBER 1ST ONLY, Patients desirous of undergoing his Method of Electrical Treatment should CONSULT HIM AT ONCE.

A WISE MAN TREATS EVIL PREJUDICE, and Professional JEALOUSY with CONTEMPT and uses his own GOOD JUDGMENT.

PROFESSOR RICHARD, SPECIALIST.

PRIVATE TREATMENT for Deafness, Blindness, Locomotor Ataxy, Writer's Cramp, Varicose Veins, Stuttering, Dyspepsia, Brain and Spinal Affections, Fits, Paralysis, Gout, Rheumatism, Sciatica, Sleeplessness, Asthma, Bronchitis, Indigestion, Diabetes, Piles, Kidney and Bladder Troubles, Chronic Diseases of Men and Women, no matter from what cause they arise. Men and Women's weakness, and all such who suffer the consequences of early follies and indiscretions.

Many Thousands have found Health by this new Electrical Method of Scientific Treatment.

Professor Richard's Private Enquiry, Consultation, Free of Charge. No notice will be taken of letters.

Consultations guaranteed the strictest Privacy.

Consulting hours from 9 A.M. to 7 P.M.

Chinese Interpreter in attendance.

The Professor can be consulted in English, French, German, Italian and Spanish.

Private Consulting Rooms,
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Private Entrance, 2nd Floor,
ICE HOUSE LANE.

Hongkong, 20th July, 1897. [1102

CARBOLINEUM AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [33

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JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [457

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [91

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A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. MAYPOLE SOAP BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.,

Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,
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FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

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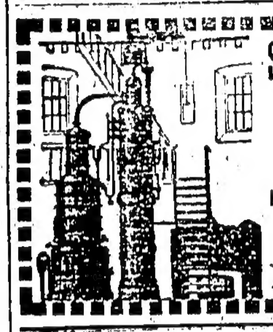
M. OPPENHEIMER & Co., PARIS.



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Liquors Factories — Preserves Factories
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EGROT & GRANGÉ, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

"DISINFECT WITH SANITAS"

FLUID, POWDER, SOAPS, &C.
OF ALL CHEMISTS AND STORES.
Valuable Book,
"HOW TO DISINFECT,"
free on application.
The SANITAS Co., Ltd.,
BETHNAL GREEN,
LONDON, E.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality! Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong. & Co.,

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SINGAPORE, SHANGHAI, TIENTSIN,
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Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Mikke Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT Co.,
18, Praya Central.

Hongkong, 7th October, 1894. [36

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1895. [43

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT

TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster* of *Websters*, the latest and most emphatic proof that *Labor omnia vincit.*

Hongkong, 17th May, 1897. [821

Consignees.

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, BORDEAUX AND STRAITS.

THE Steamship
"GLENOGLE"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 3rd August, otherwise they will not be recognised.

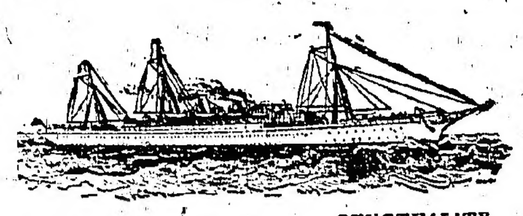
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd August at 11 A.M.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th July, 1897. [1104

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 21st July, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 24th July, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 14th Aug., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 2nd Sept., at Noon.

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONLULU, on SATURDAY, the 24th July, 1897, at Noon;

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 12th May, 1896. [93

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 3rd August, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 24th August, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) ..... Saturday, 11th Sept., at Noon.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 3rd August, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1897. [4

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. FLUID THE BEST DISINFECTANT DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 5th March, 1897. [82

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Columbia	2,605	Tuesday ...	July 27.
Tacoma	2,549	Tuesday ...	Aug. 17.
Victoria	3,107	Tuesday ...	Sept. 7.
Olympia	2,608	Tuesday ...	Sept 28.
Columbia	2,605	Tuesday ...	Oct. 19.
Tacoma	2,549	Tuesday ...	Nov. 9.

THE Steamship
"COLUMBIA,"
Captain W. Hill, sailing at Noon, on TUESDAY, the 27th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *via* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 6th July, 1897. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"MIRZAPORE,"
Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Caledonia* leaving that Port on the 20th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 15th July, 1897. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT-SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern	Tuesday...	17th Aug.
Prinz Heinrich ...	Tuesday...	14th Sept.
Preussen	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain R. Heinke, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 14th August. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 16th August; and Parcels will be received at the Agency's Office until NOON on MONDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 20th July, 1897. [981

Printed and Published by CHESNEY DUNCAN at No. 8, Pedder's Hill, in the City of Victoria, Hongkong.

Pegu, who was murdered by Achinese on the north-east coast of Sumatra, while on a voyage from Penang to Oleh-leh.

Capt. Ross was a comparatively young man, being 34 years of age, and was a native of Carnoustie, Forfashire. He has had a varied experience, serving his apprenticeship on the barque *Ranger* from Dundee. He then became second officer of a ship sailing out of Cardiff, and going down below to get a coil of rope, struck a match and ignited some explosive gas, which blew up the ship. The Captain and another, who were crossing the deck, were blown to pieces, and Ross was severely burned. He subsequently became chief officer of the *Elgin*, which was lost on the Bombay Shoal. He took charge of one of the boats and was picked up by a French man-of-war and taken to Hongkong. Capt. Ross saw that there was money in the Acheen pepper trade, and embarked upon it some years ago. He was a keen man of business and would buy the pepper himself, often forwarding it to London. Although he has been twice attacked by Achinese who have attempted to raid his vessel, he was absolutely fearless. Told by a friend the third time might be fatal, he simply ignored the warning, with the fatal result recorded. The late Captain Ross leaves two children at Carnoustie to mourn his loss. His wife died about two years ago.—*Singapore Free Press.*

LATE TELEGRAMS.

SEDITION IN INDIA.

LONDON, July 5th.

Mr. Bhownuggree, in a letter to *The Times*, endorses the necessity for checking the Native Press and charges Sir W. Wedderburn and Mr. Dadabhai Naoroji with conjuring up imaginary grievances and trying to justify the vernacular Press, which, he says, is in the hands of seditionmongers.

LONDON, July 6th.

Lord George Hamilton said Lord Sandhurst had denied, seriatim, the statements made in the Poona Memorial and the allegation that the authorities all along had been most inconsiderate. He added Lord Sandhurst had throughout merited and obtained the complete confidence of both the present and the late Government.

BOMBAY, June 30th.

The Government has proclaimed an occupation of Poona City by a punitive police force owing to the conduct of the inhabitants. Charges of a lakh and a half a year will be payable by a particular section to be hereafter named.

BOMBAY, July 3rd.

Mr. Rand died at Poona this morning.

The Poona Native Press generally resent the punitive measures and great bitterness exists.

THE TARIFF BILL.

LONDON, 4th July.

The Washington Senate have finished their sittings on the Tariff Bill.

THE "ADEN" SURVIVORS.

The *India* has arrived at Suez with the survivors of the *Aden*, who are doing well.

THE FAMINE IN INDIA.

SIMLA, July 2nd.

There is a notable decrease of 650,000 in the numbers of relief workers, the N. W. P. showing upwards of half a million; Bengal 102,000; Central Provinces 125,000, Punjab 5,000; in Madras there is an increase of 55,000; Burma and Assam aggregate 25,000. The total numbers on relief works are 3¼ millions against 4½ millions in June.

Rain is reported generally but more is anxiously awaited. There has been severe damage to crops in Assam from the recent earthquake. Prices in Central India are high. Cattle in the Punjab are in a poor condition. Prices are rising in the N.W.P. The general agricultural prospects in Bengal are favourable.

THE TOCHI PUNITIVE EXPEDITION.

(*Latest News viâ Rangoon.*)

SIMLA, 3rd July.

The Maliks are anxious to treat but no communication will be held with them until the troops are concentrated at Maizar.

MR. GEE'S REPORT.

SIMLA, 4th July.

Mr. Gee's report on the Tochi disaster adds a few particulars not hitherto known. At first the villagers appeared quite friendly, talking freely with the Pathan Sepoys; supplies were readily brought, the British officers being pressed to partake of prepared food. Mr. Gee was told that the local Jirga had come to an amicable settlement, Malik Sadda Khan's statement to this effect being a deliberate lie. His concealment of the true state of the case led directly to the catastrophe. The attack began at 2 p.m. Lieut. Seton-Browne was hit by a second shot; Dr. Cassidi bound up the wound. Then Colonel Bunny was mortally wounded. At the same moment Lieut. Higginson was hit in the left arm. The guns at once opened with case-shot. In five minutes the ammunition was expended and Colonel Bunny ordered a retirement. The retreat was continued slowly across six ridges, positions being taken up on each successive ridge. The tribesmen began to come on in large numbers, but the force took up a strong position at 5 30 p.m., awaiting reinforcements from Datta Khel, which arrived at 6 15, covering nine miles in ninety minutes. Evidence points to Sadda Khan as being prominent in the treachery. The Wazhi loss was about 100, some 35 being killed by case-shot in one place.

Maizar, where the troops will concentrate, is a group of villages above the junction of the Algad and the Tochi; it lies two miles beyond Sheranna and is occupied by Drepalari Khoji Khel, Alikhan Khel and the Macha sections of Ger, the position of the Madda Khel tribe. The main road to Ghazni runs through it.

A BRUSH WITH THE ENEMY'S SCOUTS.

TOCHI, BOYA, July 4th.

A convoy of six camels and three Sowars, said to be carrying private stores to Datta Khel, were attacked to-day at about 10 a.m., two miles this side of Boya, by parties variously said to number from 30 to 80 men. Intelligence of this was received at Boya about noon and a party of sowars, accompanied by Lieut. Stockley, R. E., and 40 rifles, under Lieutenant Climo, moved in pursuit. Thirty sabres were also sent from Miranshah. Camel tracks were found up a nullah and the Cavalry followed them up, capturing 51 armed men, one of whom fired on them, and some of whom were found to have their swords stained with blood. One Sowar was killed and one wounded; two road coolies were also wounded.

MARCHING ON BOYA.

As General Egerton, commanding the 1st Brigade, and his Staff were on the march to Boya this morning from Miranshah by the new road, a shot was fired from Acundan village. The escort entered the village and discovered the man who fired the shot. His explanations being unsatisfactory, he and another man were accordingly brought in and will be taken to Daffa Khel.

GENERAL EGERTON TAKES COMMAND.

DATTA KHEL, July 5th.

General Egerton arrived here this morning an commands the whole line from Edwardesabad, pending the connection of the 2nd Brigade, which, under present orders, will ultimately concentrate at Miranshah. The 1st Brigade is not yet complete. A company of Sappers and Miners, the Argyle and Sutherland Highlanders and the Field Hospitals have not yet arrived. The 2nd Brigade has at present only one regiment beyond the base. The 25th Punjab Infantry, who were also to have been pushed up at once, are detained owing to want of supplies. Convoys, however, began running up the line on the 3rd and no difficulty will now probably be experienced in sending forward the regiments. The military authorities have had to contend against the difficulty of the advanced post, from which operations can be carried out, being fifteen days' march from the railway and no supplies being obtainable to anything like the required extent from Edwardesabad, the nominal base.

PEPPERED AT BY TRIBESMEN.

Some shots were fired last night into the Boya camp, where General Egerton was halting, but with no other results than a few bullet-holes in the tents of the detachment of the 1st Sikhs.

JAPAN AND AUSTRALIA.

CONSUL NAKAGAWA INTERVIEWED.

Mr. T. J. Nakagawa, the newly-appointed and first Japanese Consul to New South Wales, arrived in Sydney by the last trip of the *Omi Maru*. A Sydney *Daily Telegraph* representative interviewed him and says Mr. Nakagawa is physically a typical Japanese, but conforms to the usages of western civilisation with an ease which bespeaks long acquaintance with European manners and customs. He speaks English fluently. For five months, up to August of last year, he was Consul for Japan at Townsville.

TRADE WITH AUSTRALIA.

The fact that up till the present no Japanese Consulate had existed in the colony was, Mr. Nakagawa admitted, a strange one, more especially as it is recognised that the trade between Australasia and Japan must be centred in Sydney. "In the first place," said he, "this is a free port. Then it is the terminus for all the great lines of steamships with Europe—those trading to England, Germany, and France. Queensland, on the other hand, has only one line—the British India Company. Again, Japan requires a good deal of wool annually, and it must be obtained in the open market. Queensland has no such market. Generally, it is easier to get things here in Sydney than in Queensland, and these facts have led to the opening of the new Consular office."

"So far," continued Mr. Nakagawa, "there has not been much increase in trade, consequent on the opening up of the new line of steamers between Japan and Australia, but more may be expected. The requirements of Japan in wool are now only 7000 or 8000 bales annually, and so far there are now only four or five woollen mills in the country, but a considerable development of that industry must shortly take place. Other commodities in which a big trade is likely to spring up are lead for bullets, bones for cutlery, tooth brushes, etc., tallow, and all pastoral products. Meat is very expensive in our country, there being a comparatively small area of grazing land, and we have to import to a considerable extent. We are not great meat-eaters, however. Last year the total consumption of Tokio and its suburbs, which have a population of about a million and a half, was only 15,000 head of cattle. Mutton is only eaten by foreigners; the Japanese will not take to it because of its peculiar flavour. There is a question now as to whether the beef required should be imported in the form of live cattle or in a frozen condition, and it is probable that a commissioner from Japan will shortly visit Australia to inquire into the matter. The taste of the people for frozen meat has not yet been tried, and that also is a question which awaits decision."

JAPAN AND THE ALIEN RACES BILL.

Questioned with reference to the feeling in Japan on the subject of the Alien Races Exclusion Bill, Mr. Nakagawa said that naturally the Japanese did not like it. "And the queer thing about the matter is," he went on, "that the inclusion of the Japanese in the provisions of the bill seems to be based on a belief that they are likely to come here in overwhelming numbers. In my opinion, such a state of affairs is almost impossible. In the case of numbers of men who are contracted for, the Emperor advances the cost of their emigration, but never in individual cases. The fare to Australia is about £15, and a man would require another £15 to keep him going till he got work here, and to the working classes in Japan £30 is no trifle. Therefore, I do not think there is much likelihood of individual emigration to Australia ever taking place to any extent. There is no room here for Japanese, except to work on sugar plantations or in domestic service. At the present time there are only about 2000 Japanese in the whole of Australia, and 95 per cent. of them are in Queensland." It was suggested that the Japanese might make room for themselves by settling on the land as farmers. "No," returned Mr. Nakagawa, "there is no room for peasants here, and my countrymen are not like the English: they are not of a colonising race. The Government have recently taken over the Island of Formosa, and it costs them a lot of money to maintain it. With the English it would be different. Besides, there is now in Japan a great demand for labour for the home market, and within the last four years wages have gone up 50 per cent. generally. "No," reiterated the consul, "there is no probability of Australia ever being overwhelmed by the working classes of Japan."

Referring to other matters, Mr. Nakagawa said there was a strong probability that the Japanese Government would restrict the emigration of Japanese to Queensland and other countries where their presence in large numbers was not objected to. "What good," he asked, "could the emigration of a few thousand men do the country? We don't want to arouse ill-feeling where otherwise a good feeling towards us would exist over such a trifling matter. The system of Government being patriarchal, the restriction can be imposed on the people without much objection to it being raised."

THE EXCLUSION OF JAPANESE FROM AUSTRALIA.

A wonderful unanimity prevails throughout the Australian colonies as to the necessity of preventing the further immigration of Japanese, but the trouble has been to find a means which will bring in its train an amicable instead of strained relationship between the countries affected. Sir H. Toser's answer some time ago, that the settlement of the question was to be effected by means of a friendly treaty between Japan and Queensland, revealed at the time quite a new feature in the settlement of questions of this kind. Hitherto the galling method of restricting by a heavy poll-tax, as in the case of the Chinese, seems to have been considered the best means of excluding those whose presence in our country is deemed undesirable; and other enactments have been made, which, however much the colony passing them deemed them necessary, have never received the royal assent. There is the ground-work of trouble lurking within them, the end and effect of which is not easy to discern; and it is only the weakness of those legislated against that prevents the trouble. There is undoubtedly less probability of Japan suffering quietly the exclusion of her subjects from foreign countries, in the same way that the Chinese are debarred from coming here; and in attempting to shut out her people from Australia, the same uneasiness would prevail as is reported to be manifested by the Foreign Relations Committee of the American Senate in connection with Japan's protest against the annexation of Hawaii by the States. But Japanese subjects are not so numerous here; and while they are few in numbers, there must be less difficulty in the two Governments dealing with the matter, in a friendly or unfriendly manner, than when there are a great number, whose interests are large and varied. The action of the Government is none too soon; and the method of dealing with the question by means of a friendly treaty is to all appearances much more commendable than by legislating as in the case of Chinese. There is less danger of injustice being inflicted upon those already here, who have acquired recognisable rights, and whose labour is temporarily acceptable; also upon those who, having no other labour available, are compelled to utilise it. A fair settlement of the question is all that is asked, and the outlook certainly foretells an absence of rancorous feeling similar to that now existing between the States and Japan.—*Torres Straits Pilot.*

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(*Before His Lordship Mr. A. G. Wise, Puisne Judge.*)

July 21st.

THE ARSON CASE.

The charge of arson against Cheng Kwan Ting was resumed this morning.

Mr. W. M. Goodman (Attorney General) instructed by Mr. H. L. Dennys (Crown Solicitor) prosecuted and Mr. E. Robinson (instructed by Mr. J. F. Reece) appeared for the defence.

The jury was as follows:—A. Priddle, A. H. Harper, F. Silva Netto, C. F. Michelan, G. C. W. Kirkpatrick, M. d'E. S. Pereira, L. P. Glissmann.

Wong Yuk Ping, sworn, said that at the beginning of this year he was a partner in the tobacconist shop, 231 Queen's Road Central. There were four partners including himself and the prisoner. He had never seen the other two partners but the prisoner represented their interests. Witness retired from the partnership on 1st May and received as his share $500. On the 18th April he had a conversation with the prisoner in the accountant's room. The prisoner said that he had made up his mind to set fire to the shop because a clansman of his who had deposited over $1000 with him had come back from California and, as he had already spent all the money, he must set fire to the shop. Witness was very ill and went to Canton on the 17th May to be treated, and came back here with two detectives on the 28th. Witness sent a draft of an advertisement of the dissolution of his partnership.

Mr. Robinson objected to the draft being put in on the ground that it had nothing to do with the prisoner, but the objection was overruled.

The lad Tseng Wai Cheung gave evidence that he was asleep and was awakened by the smoke. He became frightened and took the box containing the books away. The prisoner went to the shop at night and took away the money.

Ng Yung, manager of a Chinese newspaper, gave evidence regarding the advertisement of the dissolution of partnership.

The case for the prosecution was then closed.

Mr. Robinson asked his Lordship if the prisoner could make a statement and also call evidence.

The Attorney-General said that that point had already been argued and settled by the Chief Justice.

His Lordship said that if the prisoner wished to make a statement he could not call any evidence.

Mr. Robinson applied for the case to be adjourned till to-morrow morning to give him time to consider what course he should take.

His Lordship agreed to the application and the case was adjourned till 10 a.m. to-morrow.

IN ORIGINAL JURISDICTION.

(*Before his Lordship Sir J. W. Carrington Kt., C.M.G., Chief Justice and a special Jury.*)

A CHARTER-PARTY CASE.

In this suit, Tolleis v. Tuason, the plaintiff claimed $5,145, money alleged to be owing on a charter-party of the Norwegian steamer *Sharpsfell*, and also $1,100 for damages. Mr J. J. Francis, Q.C. (instructed by Mr. J. Hastings), appeared for the plaintiff, and Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) appeared for the defendant.

The following special jury was sworn: Messrs D. R. Brown, D. Gillies, E. S. Whealler, W. R. Loxley, C. S. Sharp, A. G. Morris, and A. G. Stokes.

Mr. Francis, in opening the case, said that there were practically two questions to be decided. Of course, besides these there were minor points to be considered and settled, but the ultimate questions were two. The first question was whether the defendant, Mr. Jose Tobias y Tuason, was the person who entered into a charter-party for the steamship *Sharpsfell*, and if he was, whether the charter party was broken by him; if it was the plaintiff was entitled to receive the balance of the money due and also certain damages. The vessel was a Norwegian steamer, her master was Laurent Tollefson, and the owners Thomas Fearnley and Englehart Hager. The defendant was a Spanish gentleman, Mr. José Tobias y Tuason, and the matter in dispute was regarding a charter party that was closed at Shanghai on or about October 4th, 1895. The charter-party was for three months at $6,000 per month, less 2½ per cent for the charterers and 1¼ per cent. brokerage. It was specifically stipulated that the freight was payable fortnightly in advance. In default of payments the owners were at liberty to cancel the charter party forthwith. This charter party was signed by Wieler & Co., on behalf of the agents for the owners of the vessel, and also by Olsen & Co. for Messrs. Sennett & Co., by telegraphic authority by Mr. Tuason. The charter party was closed in Shanghai; the vessel herself was in Japanese waters, being at Kobe. There was a firm in Kobe called Sennett & Co., and another in Shanghai called Olsen & Co., who professed to close the charter party on behalf of the charterer. The question raised by the defence was whether Sennett & Co. were the real charterers or whether Mr. Tuason was and had authorised Sennett & Co. to enter it on his behalf. The contest between the plaintiff and defendant was that the plaintiff alleged that Mr. Tuason was the charterer and that Sennett & Co. were simply his agents authorised to act for him. The defendant insisted that he was not the charterer but that Sennett & Co. had chartered the vessel on their own account, and that after the charter was closed he entered into arrangements with them to work the vessel on their joint account. The vessel went into employment and it was common ground that she was managed for three months by Sennett & Co. Defendant did not seem to have entered into the management or given orders. The vessel seemed to have been subchartered or engaged on three different voyages. The first two went off without trouble and there was no difficulty about them. The vessel was handed over when the charter party closed on October 4th and the charter commenced on the 5th, the instalments becoming due on the 5th, 19th and 20th of the following month. After the instalment for November 19th was paid no further remittance was made but the captain received some small sums under the provisions of the charter party, which if properly adjusted on December 5th would not have left $3000 payable on that date but a much smaller sum. The amount due in December had never been paid and the plaintiff was suing for the balance of the instalment due in December 15th and the whole of the amount also due on the 19th. Plaintiff claimed damages, the amount being $1100, but it would be for the jury to say whether he was entitled to that or a lesser amount. On the morning of October 5th Captain Tollefson reported himself to Sennett & Co. and placed himself at their disposal. In the office he saw defendant and a letter was handed him in Mr. Tuason's presence. The letter was dated October 5th. It was addressed to the captain and said "I beg to confirm the charter of the steamer by me for three months from this date. Please proceed to-morrow to Newchwang direct and there load according to instructions." The letter was signed by Mr. Tuason. That letter was also disputed. Defendant did not deny signing it, but said he simply copied it from one prepared for him by Sennett & Co., and he then understood that its contents were different and said he signed it not knowing what it really contained. As a matter of fact the captain and Mr. Tuason were in communication in October and saw each other in Sennett's office in Kobe. Counsel then read written copies of questions put to defendant and filed, with his answers thereto. In his answers on oath defendant said that neither on October 5th nor at any other time did he or any person in his presence hand to Captain Tollefson the letter shown in the suit and neither he nor any person in his presence handed to the captain the letter or any letter of like purport and effect. He wrote a letter to the captain wherein it was agreed that he should share in the charter party; a copy of it was drafted by F. Sennett. It had before been said that the captain had not been made aware of him having an interest in the ship and he did not know enough English to write the letter nor to understand the letter, which he fully believed to contain only the statement that he was interested in the ship. He was not aware that it contained a statement that the steamer had been chartered by him. The plaintiff relied on the letter and defendant practically charged Sennett with having deliberately frauded him into signing the letter and deceiving him as its contents. As to this there was the evidence of the captain and that of F. Sennett, taken on commission in Japan, while on the other side there was that of Mr. Tuason. The vessel was quietly and successfully employed up to Nov. 28th, having made two voyages. On that date she was in Kobe discharging her inward cargo, and on the 30th November she began to load, for the third and last voyage, to Nagahama and Moji, two non-open ports, and thence proceed to Nagasaki, and to Keelung, in Formosa. She left Kobe with 80 passengers and a small quantity of cargo on December 6th. At Moji she got 30 more passengers and no cargo, and on the 18th she was at Nagasaki. From the evidence it appeared that on this voyage she had been subchartered by some Japanese merchant and a Japanese, described as a compradore for Sennett & Co., left Kobe with the vessel to manage the charter. After reaching Nagasaki some 150 tons of coal were put on board for Formosa, and, unfortunately the charterer forgot to pay for that coal and plaintiff himself had to do so ultimately. The compradore vanished at Nagasaki after collecting a considerable amount of passage money and freight for cargo, A Mr. Boedinghause, who was acting in Nagasaki for Sennett & Co., then received a communication from them that the Japanese sub-charterer had not paid up and directing him to stop all further loading of the vessel. These instructions were communicated to the captain, who at once ceased to receive any further cargo on board. There was a row among the Japanese and nearly all the cargo, which was of a perishable nature, was being taken to Formosa by the passengers. Applications were made to the German Consul, who represented Norway, and the Japanese complained to their own authorities. Mr. Boedinghause threw up his authority; the police were put on board to prevent disturbance, and the captain was mobbed on board and ashore. The result was that the cargo was landed and delivered to the owners. The captain, under instructions from Sennett & Co., endeavoured to land it in godowns until their lien was met. The Japanese, however, refused, and gave the cargo to the owners. The captain began unloading on December 24th and next day had the ship fairly clear. At the time the instalment was still due, in spite of repeated applications by the owners of the ship. On December 28th Captain Tollefson wired to Sennett & Co. for orders and instructions and on the 29th he got a telegram desiring him to discharge the cargo and retain the lien to secure the freight from Shanghai. On the 31st, when no further instalments had been made, the agents for the owners gave notice to cancel the charter party and re-charter the vessel for a voyage from Kuichinotzu to Hongkong with coal. The plaintiff's position was that he faithfully and fully carried out the charter party and had obeyed all orders as far as possible up to December 31st. On that day the charter party was cancelled under its provisions and immediate employment was got for the vessel. Two instalments were due from defendant but a settlement could not be obtained despite repeated application. The next incident was that the vessel sailed for Kutchinotzu and she was unable to load there because the permit taken out by Sennett & Co., authorising her to go to non-open ports, had not been returned by them. The authorities refused to issue a fresh permit until the old one was returned. The plaintiff claimed, therefore, the full amount of the instalment up to December 5th. The vessel was detained for 10 days at Kutchinotzu in January and for those days the plaintiff claimed damages for the loss of the use of the vessel through the delay of Mr. Tuason's agent in returning the permit. Defendant's case was that plaintiff broke the charter party and he alleged that plaintiff improperly refused to take the vessel to Keelung and he endeavoured to throw the blame of the fiasco at Nagasaki on plaintiff. Defendant also claimed that, in consequence of plaintiff's refusal to proceed to Formosa, he lost the whole proceeds of the vessel's earning from December 5th, the date of the sub-charter. Plaintiff said it was impossible to proceed to Formosa and it was no fault of theirs that the voyage was not completed, and plaintiff, in any case, would have been justified in cancelling the charter party on account of non-payment of moneys. Counsel then read the pleadings in the case and said that information from the north was received here that defendant was passing through Hongkong under an assumed name, so proceedings were taken for his arrest.

Mr. Pollock said counsel should be careful unless he could prove his statement.

Mr. Francis said he could prove it. Defendant was arrested and gave security for the sum claimed. The evidence given in the case would be that of Capt. Tollefson, Mr. Wieler, and Mr. F. Sennett, the latter taken on commission. He would put the latter evidence in as the commencement of his case. The evidence was then read and bore out counsel's remarks.

Mr. Wieler, a partner in the firm, gave evidence regarding the charter.

Captain Tollefson, of the steamer *Sharpsfell*, also gave evidence.

The case was adjourned till 10.30 to-morrow.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1895.

Barometer	29.73
Thermometer	81.5
Humidity	83
Rainfall	15.98

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.01	29.84
Thermometer	86	85
Humidity	72	69
Rainfall	0.17	.....

TO-DAY.

Wednesday, 21st July, 1897.

Chinese—*22nd of 6th moon of 23rd year of Kwong-hsü.*

Jewish—*21st Tamuz, 5657.*

Mohammedan—*20th Saphar, 1315.*

Sun—*Rises* ..... *5hr. 27min.*
Sets ..... *6hr. 43min.*

Moon—*Last Quarter 10hr. 45min. p.m.*

High water—*Morning* *2hr. 10min*
Afternoon ..... *1hr. 30min.*

Low water—*Morning* ..... *7hr. 58min.*
Afternoon ..... *7hr. 41min.*

ANNIVERSARIES.

1796—Robert Burns died.

1839—Chinese servants of British subjects at Macao withdrawn by Lin.

1841—Terrific typhoon in Hongkong; 6 ships lost, 4 ran ashore, 22 dismasted.

1842—Capture of Chinkiang by the British forces.

1881—Suicide of Commander Scott of H.M.S. *Lapwing* at Shanghai.

1891—Commercial Treaty between China and Japan signed.

1894—Collision between the steamers *Chingtu* and *Kachidate Maru* at Woosung.

1896—Suicide of Mr. J. Stewart at 3, Duddell Street.

TO-MORROW.

Thursday, 22nd July 1897. (St. Mary Magdalene.)

Chinese—*23rd of 6th moon of 23rd year of Kwong-hsü.*

Jewish—*22nd Tamuz, 5657.*

Mohammedan—*21st Saphar, 1315.*

Sun—*Rises* *5hr. 28min*
Sets ..... *6hr. 43min.*

High water—*Morning* ..... *2hr. 51min.*
Afternoon ..... *2hr. 52min.*

Low water—*Morning* ..... *9hr. 39min.*
Afternoon ..... *8hr. 7min.*

ANNIVERSARIES.

1863—The American barque *Fertha* unsuccessfully attacked by pirates near Stonecutter's Island.

1868—The *Providence*, coolie ship, discovered off Hakodate with only 42 coolies on board and no Europeans.

1873—The s.s. *Esmeralda* lost on the Philippine Islands.

1889—The Yellow River burst its banks at Chang-lein; great floods.

1896—Marriage of Prince Carl of Denmark and Princess Maud of Wales.

MEMORANDA.

TO-MORROW,—22nd July.

Noon—Meeting of shareholders of the United Asbestos Oriental Agency at Hongkong Hotel.

2.15 p.m.—Perjury case, Police Court.

6 p.m.—Meeting of members of the Peak Club, in the Club.

FRIDAY,—23rd July.

10 a.m.—In Summary Jurisdiction, Supreme Court, Messrs Johnston, Stokes and Master *v.* Messrs Grossmann & Co.

SATURDAY,—24th July.

English mail expected.

Share list of the Yah Loong Cotton Spinning Co. closes.

3 p.m.—Auction of house No. 307 Queen's Road Central by Messrs Hughes and Hough

SUNDAY,—25th July.

Birthday of the Emperor of China.

SHARE MARKET.

LATEST QUOTATIONS.

National Bank, $234; Yangtzes, $157; Steamboat Company, $348; Indo-Chinas, $51; Balmorals, $1.00; Raubs, $24; Oilvers $6; Green Islands, $38½; Internationals, Tls. 119; Laou-kung-mows, Tls. 119

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kaisar-i-Hind*) 24th inst.
American (*City of Rio de Janeiro*) 26th inst.
Australian (*Chingtu*) 26th inst.
Australian (*Airlie*) 28 h inst.
German (*Bayern*) 28th inst.
Tacoma (*Braemar*) 29th inst.
Tacoma (*Tacoma*) 31st inst.
Canadian (*Empress of China*) 4th prox.
American (*Gaelic*) 5th prox.

* * *

THE N. G. L. steamer *Etsagno*, left Singapore for this port this morning, and may be expected here on or about the 27th inst.

* * *

WE are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Airlie*, left Port Darwin yesterday, for this port *viâ* Timor.

* * *

THE Nippon Yusen Kaisha's steamer *Hiroshima Maru*, from Bombay and ports, left Singapore for this port yesterday, and may be expected here on the 26th inst.

* * *

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamship *Sutlang*, from Calcutta and Straits, left Singapore for this port on the 19th inst. at 5 p.m.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Ceylon	steamer, from	Singapore
Yamashiro Maru	" "	Nagasaki
Hongkong	" "	Haiphong
Ava	" "	Hoihow
Pathan	" "	Tacoma
Choytang	" "	Shanghai
Lyemoon	" "	Shanghai
Takiang	" "	Swatow
Canton	" "	Iloilo
Phra C. C. Klao	" "	Bangkok
Spinaway	schooner "	Freemantle,

Aggregating, 13,255 tons register.

DEPARTURES.

Sachsen	steamer, for	Europe
Progress	" "	Touron
Mathilde	" "	Hoihow
Nanchang	" "	Tientsin
Trocas	" "	Singapore
Irene	" "	Yokohama
Martha	" "	Saigon
Krim	" "	Canton
Oceanien	" "	Europe
Hihotan Maru	" "	Kuchinotzu
Empress of Japan	" "	Vancouver

Aggregating, 12,082 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Methven Castle	in	Kowloon	Dock.
Thales	"	"	"
Loongmoon	"	"	"
Humber (H.M.S.)	"	"	"
Namhan	"	Cosmopolitan	"
Benvenue	"	Aberdeen	"

POISONED FROM HEAD TO FOOT.

WE call particular attention to the subjoined statement. No incident of its kind, of equal interest and importance, has occurred of late years. A declaration so startling in its general scope, and so full of corroborative detail, certainly warrants the conclusion that a new epoch in the healing art has dawned upon us. Aside from the force of the legal forms which it assumes, the facts, as alleged, rest upon the results of a thorough and careful investigation.

(COPY.)

I, George Lack, of 123, Stamford Street, Waterloo Road, London, do solemnly and sincerely declare as follows:—

"I was always a strong, healthy man up to April, 1876. At this time, whilst engaged at the Stamford Street Embroidery Works, cleaning out a tank which had been used for dyeing purposes, I slipped and fell in the tank (which was covered with verdigris), cutting both my elbows. The parts soon became swollen, and in a week's time the flesh was putrid, as if gangrene had set in. My system seemed to be poisoned, and I began to lose strength rapidly, for my appetite left me and I could not bear the sight of food, what little I did eat lay on my chest like lead. I went to the Royal Free Hospital, Gray's Inn Road, where I was under treatment for five weeks, but I got worse. After this I got an order and went into the Lambeth Infirmary, where I was placed in No. 11 Ward. At this time my condition had become serious, for I felt sick and faint that I could scarcely move, and, after a time, I got so bad that I only could get up for an hour or two each day. Later large abscesses formed on my shoulder, and gradually spread over my face and the upper part of my body. My face was completely covered with the abscesses, which, on healing, left deep marks, that I bear to this day. After this I had swelling around the joints, and large abscesses formed in the calf of my leg, and I had also running wounds, extending from the top of my ankle to the bottom of my feet. An offensive discharge of matter came from the parts, and it seemed as if the abscesses were drawing the life out of me. I was now in a hopeless, helpless state, and felt that I did not care how soon my end came. For days and days I never closed my *eyes*, and on one occasion I *had but little sleep for eighteen days and nights together*, the doctor's sleeping draughts having no effect upon me. When I did at length fall asleep I slept from Thursday to Sunday afternoon. From all the doctor's medicines and applications I only got temporary relief. On one occasion the doctor said that I could not live throughout the day. The nurses placed a screen round my bed, expecting that I should die during the day, and my brother was sent for. When the doctor called at night, he was surprised to find me alive. However I took a turn for the better, but for months afterwards I was, as it were, on the brink of the grave. I had to be lifted in and out of bed, and was fed on slops and light food. Sometimes better, and at other times worse, I continued in this wretched state *for over* FIVE YEARS, *during which time I remained in this hospital.* In August, 1881, I became tired of being in the hospital, and was carried to my house. I was so weak and emaciated, that I got a pair of crutches to help me to hobble about the house. My father and friends who saw me were shocked at my feeble and emaciated appearance, and thought I was not long for this world. I lingered on in the same wretched state for two more years, expecting and wishing that I should soon be out of my misery. In November, 1883, *after suffering over seven years*, my father bought me a bottle of medicine called Mother Seigel's Curative Syrup, and persuaded me to try it, saying that it had been of great benefit to him. After I had taken half the contents of a bottle, I felt brighter and in better spirits than I had been in for years. My appetite improved, and by continuing with the medicine my legs began to heal, and I got stronger and stronger. In less than three months I was able to put aside my crutches and walk with the aid of a stick. After I had taken Mother Seigel's Curative Syrup for six months I was back to my work, as strong as ever I was in my life, and have since kept in the best of health. I wish the particulars of my case known to other sufferers, and the Proprietors have my consent to make what use they like of this statement. And I make this solemn declaration, conscientiously believing the same to be true. By virtue of the provisions of the Statutory Declaration Act, 1835 (WILLIAM IV. c. 62).

(Signed) "George Lack."

Declared at No. 16, Godliman Street, Doctor's Commons, in the City of London, this 18th day of April, 1896, before me, (Signed) George H. Brooks, a Commissioner for Oaths.

Here we have a case of profound and persuasive blood poisoning. Verdigris (chemically the bibasic acetate of copper) is, when introduced into the circulation, a slow poison, for which no positive antidote is known. There is no doubt that the physicians in the hospitals did all that could be done, with the knowledge and resources at their command. Unhappily their treatment, at best, was only mildly palliative; the poison continued its deadly work, until it saturated the poor fellow's entire system and perverted all its functions. What but an ultimately fatal result could have been reasonably expected?

Mr. Lack's final and perfect recovery, through the use of Seigel's Syrup, illustrates beyond the need of comment the unprecedented power of that well-known remedy to renew the digestion, stimulate the secretory organs, and thus to purify the blood. In common with all who shall read the details of this case, we most keenly regret that Seigel's Syrup was not taken immediately after the results of the accident first appeared.—*Advt.*

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK, MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS,
CHARTS and BOOKS,
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [42

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
10, *QUEEN'S ROAD CENTRAL*,
41] Opposite the Telegraph Office.

THE GRILL ROOM,
8, *QUEEN'S ROAD.*
THE LEADING CATERERS ON TUESDAYS,
GREEN TURTLE STEAKS for TIFFIN.
GREEN TURTLE SOUPS for DINNER.
SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES, TIFFINS and DINNERS a Speciality,
Hongkong, 14th December, 1896. [67

Auction.

GOVERNMENT NOTIFICATION.
No. 284.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 26th day of July, 1897, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

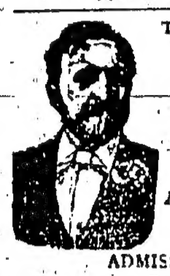
Colonial Secretary's Office,
Hongkong, 10th July, 1897. [1096

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 26th day of July, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND in Wanchai, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements. N.	SE.	S.	W.	Contents in Square Feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.			$	$
1	Inland Lot No. 1,419.	Wanchai Road	50	18.11	25	50	1,875	60	450

Intimations.



THEATRE ROYAL.

SATURDAY Afternoon,
July 24th, at 5 o'clock sharp,
Finishing 6 30 P.M.

Professor
RICHARD,
SPECIALIST.

ADMISSION FREE.

RESPECTABLY DRESSED CHINESE and the General Public of all Nations and Castes are COURTEOUSLY INVITED; of the RESPECTABLE Class only.

GALLERY SPECIALLY RESERVED for the RESPECTABLE CLASS of EUROPEANS and CHINESE, LADIES and GENTLEMEN.

No HEALING DEMONSTRATION nor ELECTRICAL ENTERTAINMENT.

INTERESTING, HUMOROUS and AMUSING (ENGLISH) LECTURE ON

THE BATTLE OF LIFE.

The CLERGY of all CASTES and RELIGIONS SHOULD BE PRESENT at this LECTURE.

SUBJECTS:

The SUN, the MOON, the STARS, the GOOD and EVIL, the ANIMALS, the LABOUR and REWARD of MANKIND, JEALOUSY, MONEY and the DEVIL.

ELECTRICITY IS LIFE.

SPECIAL NOTICE.

Professor RICHARD will be LOCATED in CANTON from the 5TH SEPTEMBER, for a SEASON of THREE MONTHS.

Professor RICHARD'S SERVICES may be SECURED in HONGKONG until SEPTEMBER 1ST ONLY. Patients desirous of undergoing his Method of Electrical Treatment should CONSULT HIM AT ONCE.

A WISE MAN TREATS EVIL PREJUDICE, and Professional JEALOUSY with CONTEMPT and uses his own GOOD JUDGMENT.

PROFESSOR RICHARD, SPECIALIST.

PRIVATE TREATMENT for Deafness, Blindness, Locomotor Ataxy, Writer's Cramp, Varicose Veins, Stuttering, Dyspepsia, Brain and Spinal Affections, Fits, Paralysis, Gout, Rheumatism, Sciatica, Sleeplessness, Asthma, Bronchitis, Indigestion, Diabetes, Piles, Kidney and Bladder Troubles, Chronic Diseases of Men and Women, no matter from what cause they arise. Men and Women's weakness, and all such who suffer the consequences of early follies and indiscretions.

MANY THOUSANDS have found Health by this new Electrical Method of Scientific Treatment.

Professor Richard's Private Enquiry, Consultation, Free of Charge. No notice will be taken of letters.

Consultations guaranteed the strictest Privacy.

Consulting hours from 9 A.M. to 7 P.M.

Chinese Interpreter in attendance.

The Professor can be consulted in English, French, German, Italian and Spanish.

Private Consulting Rooms,
NEW VICTORIA HOTEL,
Private Entrance, 2nd Floor,
ICE HOUSE LANE.

Hongkong, 20th July, 1897. [1102

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [33

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [457

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [91

Intimations.

A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. MAYPOLE SOAP BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.,

Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

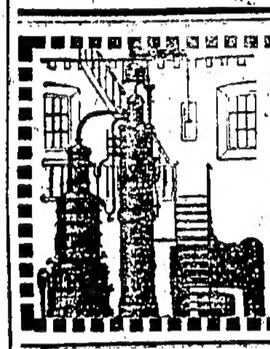
COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alice-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Carminal.

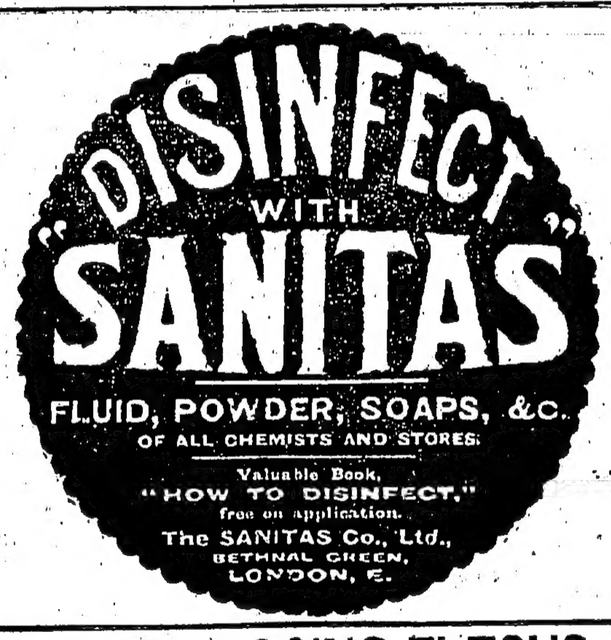
SOLE AGENTS for Hongkong and China,
WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central. [13

THE WORLD RENOWNED
FRENCH CORSETS
C. P. A LA SIRENE
Established 1839, PARIS.
Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

APPLY TO
M. OPPENHEIMER & Co., PARIS.



SETTING UP OF DISTILLERIES
Rice — Corn — Sugarcane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.
SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
EGROT & GRANGÉ, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.



ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong, & Co.,

MITSUI BUSSAN KAISHA.
No. 8, Queen's Road Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Mihi Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co.,
STEAM WATER-BOAT Co.,
18, Praya Central.

Hongkong, 7th October, 1896. [46

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.

Hongkong, 17th September, 1895. [43

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT

TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster* of *Websters*, the latest and most emphatic proof that *Labor omnia vincit.*

Hongkong, 17th May, 1897. [821

Consignees.

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, BORDEAUX AND STRAITS.

THE Steamship
"GLENOGLE"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 3rd August, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd August at 11 A.M.

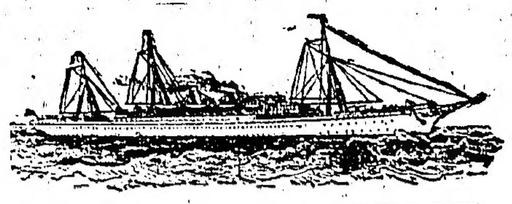
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th July, 1897. [1104

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 22 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 21st July, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 24th July, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 14th Aug., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 2nd Sept., at Noon.

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONLULU, on SATURDAY, the 24th July, 1897, at Noon:

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.

Sole Agents for
VERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 12th May, 1896. [99

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 3rd August, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 24th August, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) ..... Saturday, 11th Sept., at Noon.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 3rd August, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1897. [

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [81

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Columbia.....	2,605	Tuesday ...	July 27.
Tacoma	2,549	Tuesday ...	Aug. 17.
Victoria	3,167	Tuesday ...	Sept. 7.
Olympia	2,608	Tuesday ...	Sept 28.
Columbia.....	2,625	Tuesday ...	Oct. 19.
Tacoma	2,549	Tuesday ...	Nov. 9.

THE Steamship
"COLUMBIA,"
Captain W. Hill, sailing at Noon, on TUESDAY, the 27th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 6th July, 1897. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"MIRZAPORE,"
Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Caledonia* leaving that Port on the 20th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 15th July, 1897. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT-SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern	Tuesday...	17th Aug.
Prinz Heinrich ...	Tuesday...	14th Sept.
Preussen	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain R. Heinze, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 14th August. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 16th August and Parcels will be received at the Agency's Office until NOON on MONDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 20th July, 1897. [981

Printed and Published by CHESNEY DUNCAN at No. 2, Pedder's Hill, in the City of Victoria, Hongkong.